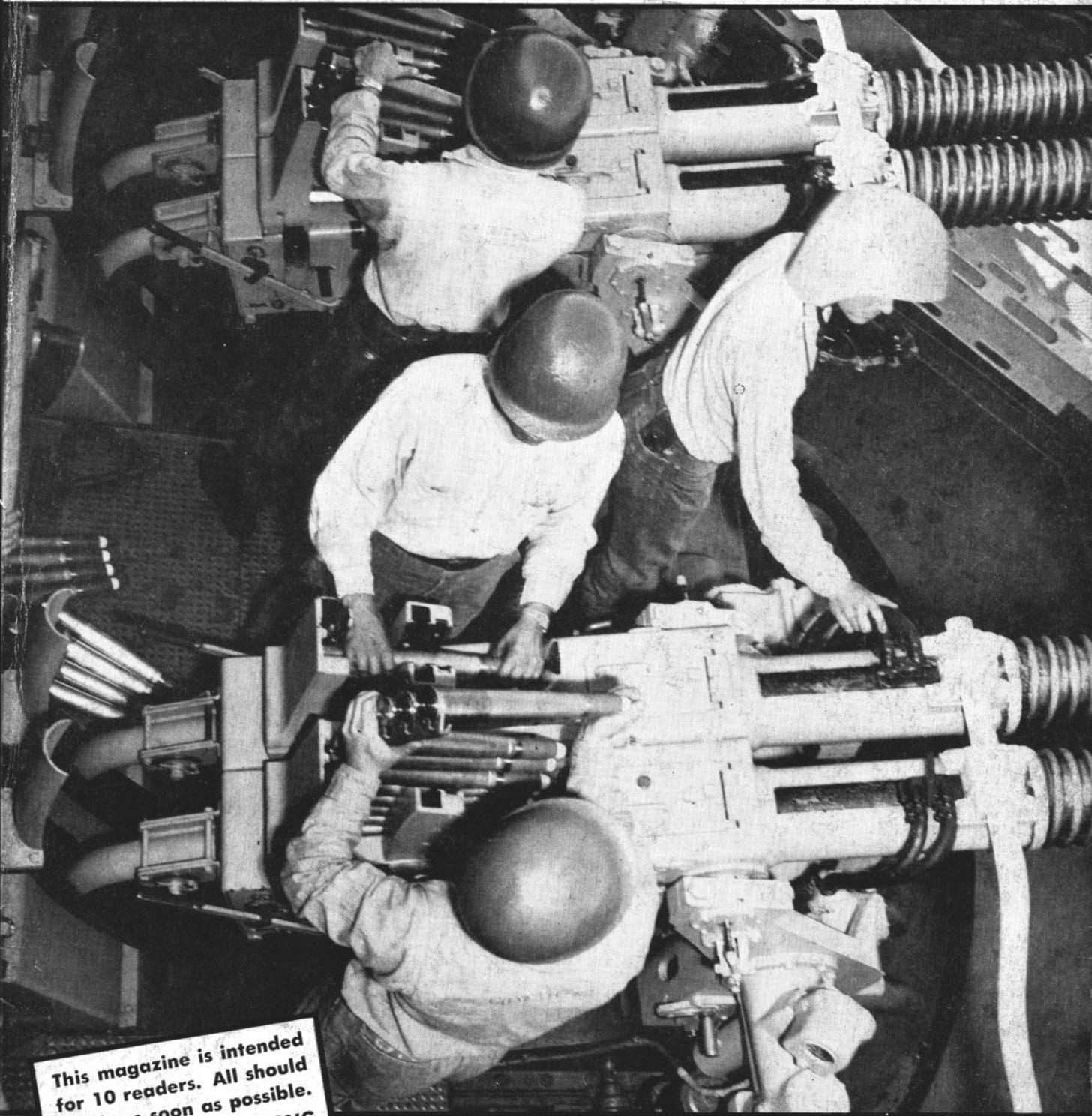


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JUNE 1956



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1956

NavPers-O

NUMBER 472

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- **FRONT COVER: TEAM WORK PAYS OFF**—Gun crew of quad 40mm antiaircraft mounts have to work fast and accurately to keep up with their gun whose four barrels can throw a total of 560 projectiles skyward every minute.
- **INSIDE FRONT: GIBRALTAR**—stronghold at gateway to Med is viewed by officers and crew from deck of USS *Intrepid* (CVA 11).
- **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



GUNNER'S MATES can be found at both ends of their guns. (left) firing from breech (rt) cleaning bore.

High Caliber Combo:

OLD TIME NAVY GUNNERS like to tell a little story about themselves. It seems that in days of our fathers (when most of the old timers claim to have been gunner's mate strikers) a man who had the rating of GM wasn't called a gunner's mate. Rather, they claim that the letters stood for "government mule."

We can't guarantee the truth of that tale, but it is common knowledge that the present day gunner's mate is much different from his predecessor, who held the second oldest rating in the Navy. The men in the nuclear Navy's gunner's mate rating have developed into highly technical specialists. No longer can the GM tackle an ordnance casualty with a pair of pliers, a screwdriver and a hammer. Using the basic hand tools, today's GM must also be able to read schematics, have a working knowledge of electricity, hydraulics, mechanics, and fire control.

Gunner's mate ratings have been present in warships as far back as the sixteenth century. (For even earlier predecessors, see page 6.) Like everything else, this specialty has come a long way. Take a good look at one of those old 24-pounders

used in the Revolutionary War Navy. Mounted on a wheeled platform, it had a barrel nine feet long and weighed over two tons. It was trained by paying out or hauling in on side tackles which were attached to the gun carriage and the side of the ship. Maximum train angle on most guns was 15 degrees to the right or to the left. The gun was elevated by levering on the breech with a handspike.

There was no hydro-pneumatic recoil system to take the shock of recoil and return the gun to battery. The breech of the gun ended in a pad-eye through which a hawser was rove. As the gun had the kick of a Missouri mule, the hawser for a 24-pounder was seven inches in diameter. The two hawser-ends were secured to ring bolts in the deck at either side of the gun muzzle. In recoil, the gun was brought up against the line.

There were 12 men in the gun crew of the 24-pounder. What with hauling the gun around and operating the ramrod, they were a hardy bunch of GMs (and very probably deserved the unofficial title of "government mules").

Another line, the preventer, was secured to the rear of the gun carriage to prevent the gun from rolling to the rail if the ship rolled while the charge was being loaded. Two men would take up the slack to hold the gun at loading position. Then after it had been sponged and the charge rammed home, they would pay out on the preventer, allowing the gun to roll to battery position. In smooth water, the gun

KEEP IT CLEAN—Gun crew works on





MEN WITH THE GUNS are a busy lot. (left) Gun captain checks mount. (rt) Gun crew eats during lull in action.

GMs and Their Guns

was shoved to battery position (muzzle at gun port) by hand.

The 24-pounder was a relatively modern development and the gunner's mates highly skilled. When gunpowder was first introduced in naval warfare, there arose a need for men to handle both the powder and guns. Because the ordinary sailor had little or no knowledge of gunnery, special crews were recruited for the sole purpose of

handling and firing the guns.

By the time the Civil War came along, the gun crews had grown so large they had become unwieldy. It was no longer practicable to have one crew to man the guns and another to man the ship. So the Navy cut down on the number of gunnery specialists and began having the few specialists that remained train the deck hands in the complicated area of naval gunnery.

U. S. Navy Regulations, circular No. 7, 7 Jan 1874, listed the requirements for a man to be signed up for "Acting Gunners for entrance, and subsequent for a warrant, as gunner." This circular stated:

"A candidate for the appointment of acting gunner must be a seaman of sober and correct habits, but be not less than 21 nor more than 35 years of age, and must, previous to the professional examination, pass the required physical examination.

"He must be able to put up all kinds of ammunition, to make impressions of vent and bore, to star-gauge guns, to adjust, verify, and use sights, and to fit all gun-gear.

"He must be fully conversant with all orders and regulations in regard

to the care and handling of ordnance material and store afloat and ashore and with the charges of powder for guns and projectiles of every caliber.

"He must be able to read and write with facility; must understand the first four rules of arithmetic and proportion; must be able to keep the gunner's accounts accurately and have made a cruise in a sea-going vessel of war.

"Hereafter, no person shall be appointed an acting gunner until he shall have satisfactorily passed an examination on the subjects mentioned, and no acting gunner shall receive a warrant as gunner until after making a cruise of not less than one year, as acting gunner, in a sea-going vessel of war, and after a course of instruction at the Washington Navy Yard, he shall have passed through examination before a duly authorized board of Line Officers and no acting gunner shall be so examined unless he shall present commendatory letters from his commanding officer."

Think you can qualify? Here you can see the resemblance of the jobs of gunners of yesteryear and in to-

A guns of USS New Jersey (BB 62).





FLEET'S FIRE POWER is in the hands of the Gunner's Mate. Gun crew mans quad 40s. Below: 16-inchers sound off.

day's atomic age Navy. Certainly, today's GM must know the "four rules of arithmetic." But in addition, because of the tremendous advances made in naval gunnery, today's GM must have a working knowledge of such sciences as ballistics, fire control, electricity and electronics.

The biggest job of gunner's mates today," states Surface Ordnance Technician (W-4) P.M. Gorman, USN, "is maintenance. It doesn't mat-

ter how well the gun crew has been drilled if the gunner's mates haven't kept up the daily maintenance of their guns."

As bull-gunner in the Navy and former assistant officer in charge of the Class "B" Gunner's Mate School in Washington, D. C., Gunner Gorman knows whereof he speaks. Mr. Gorman has been associated with gunnery during his entire naval career. After enlisting in the Navy

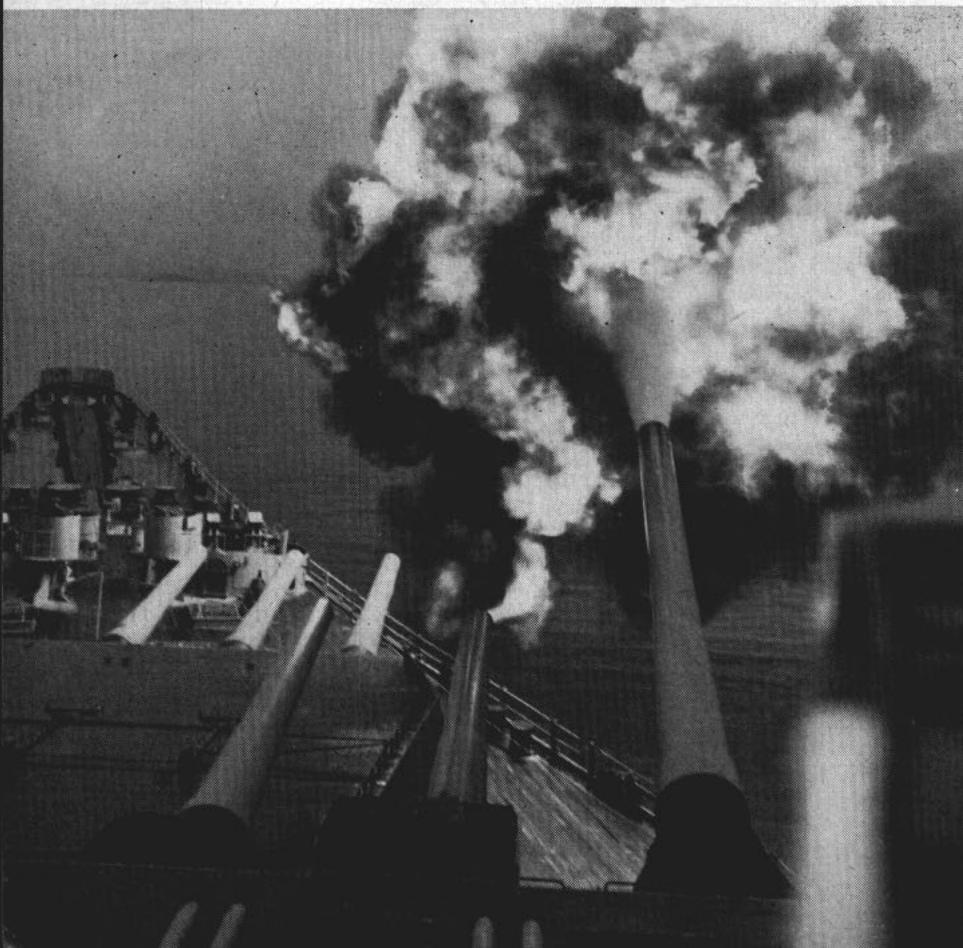
in 1928, he was a gunner's mate in the old battleship *uss New York* (BB 34) until he received his appointment to warrant gunner. He will wind up his 30-year career in the Navy with a tour of duty at Annapolis, the spot where many Navymen began their career.

In the days of old, the gunner's mate only had to prepare his gun for action, then after the action, to clean his gun. Occasionally, he would chip off some of the accumulated rust. That was about all.

But with today's modernized equipment, the GM has at his fingertips guns that spit several rounds per minute of destructive power for a distance of many miles at an enemy that is out of sight. Such guns require a specialist to maintain them.

The extent of study required can best be indicated by taking a glance at the training manuals gunner's mates are required to study for advancement. *Gunner's Mate 3* is an encyclopedic effort of some three volumes totaling slightly more than 1150 pages; *Gunner's Mate 2* a relatively lightweight job of two volumes totaling some 538 pages, and *Gunner's Mate 1 and C* a mere 599.

You may have noticed in recent press releases that each of the five-inch turrets on the light cruiser *uss Worcester* (CL 144) won an "E" for excellence in gunnery. This, in itself, is an outstanding accomplishment of training and teamwork. But if you check a little further, you'll find that there's a crackerjack bunch of gunner's mates in *Worcester*.



Not only have *Worcester's* GMs kept their guns in excellent shape, they have thoroughly trained their gun crews. Since competition in gunnery also includes inspection of the logs and records kept by the gunner's mates, it is obvious they have done plenty of paper work.

Worcester's gunner's mates, like all other GMs in the Navy, have been trained in the construction, function and theory of operation of their guns. Through formal training in the Class "A" and "B" gunnery schools, in addition to informal on-the-job training, they are capable of testing, adjusting and making ship-board correction of operational casualties on guns on which they are qualified.

As a gunner's mate, a man must have a working knowledge of all the phases in his rating. But as in any other rating, he too, becomes specialized in one gun or type of work and is assigned a job code number accordingly. There are some 40 different job codes for which a gunner's mate may qualify, but come examination time, more than likely he'll have to know more than a smattering of all fields. The principal job descriptions include:

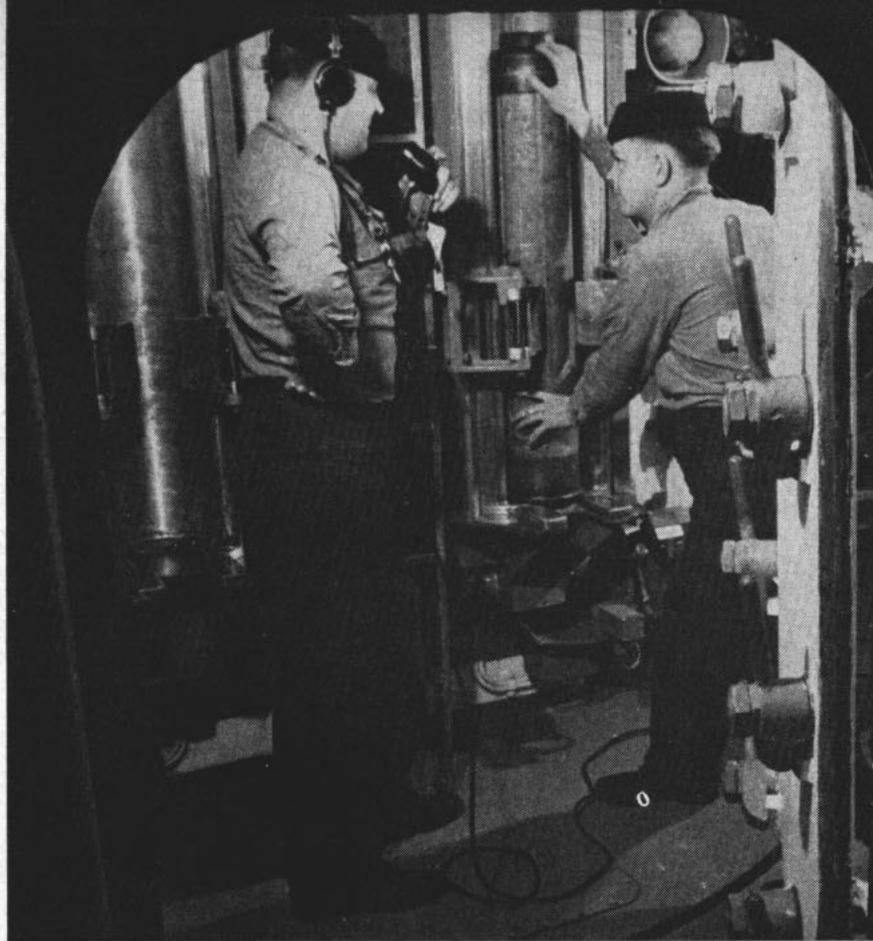
- *General ordnance repairmen, hydraulic:* Makes responsible hydraulic and general repairs involving disassembly and assembly of such equipment as rammer drive units, receiver regulators, variable speed gears and hydraulic pumps.

- *Gunnery maintenance man, hydraulic:* Makes hydraulic repairs to dual purpose automatic weapons and mounts and their related hydraulic equipment. Men in this category are graduates of the Class "B" GM school.

- *Gunnery maintenance man:* Performs routine maintenance duties like cleaning and lubricating guns, boresighting, marking and stowing ammunition. Under close supervision he can make simple adjustments to hydraulic systems.

- *Gunnery maintenance man, anti-submarine warfare:* Maintains depth charges, anti-submarine rockets, release racks, K-guns, hedgehogs and mousetraps on patrol craft; prepares depth charge for firing, installing detonators and pistols; tests, inspects and maintains release track and hydraulic controls of release tracks.

- *Gun mounts supervisor:* Supervises personnel in maintenance



BELOW DECK members of the gun crew place a five-inch powder charge in the lift used to carry charge from magazine of *USS Worcester* (CL 144) to gun.

and repair of gun mounts, rocket launchers, mortars, and associated equipment.

- *Turret captain:* He must have some basic knowledge as required under general ordnance repairmen, hydraulics. He also supervises in the maintenance and repair of his turret.

- *Small arms repairmen:* Assigned to ship's armory as primary duty on board ship. Maintains and lubricates small arms and small arms ammunition. Keeps stock of ordnance parts and tools, pyrotechnics, line throwing guns, lubricants, recoil liquids. Maintains and repairs small arms, including automatic pistols, rifles, shot guns, machine guns, and submarine guns.

- *Armor:* Supervises and trains men in use and maintenance of construction battalion landing force equipment, small arms and explosives.

- *Gunner's mate, basic:* This classification is for those rated men and strikers who perform routine duties or basic gunner's mate duties, but who are not qualified for a specialized classification.

Like the duties of most other Navy specialists, the GM rating

covers a multitude of jobs. According to the book, gunner's mates must be qualified to operate, maintain and repair small arms, rocket launchers, guns and turrets. As a repairman, he can fix and overhaul the different electrical, mechanical and hydraulic systems in guns, turrets, hoists and associated equipment. He's got to be part electronics technician, too, so that he can test and adjust the electronic amplifiers of gun-director drive systems.

Another vitally important job of GMs is the inspection of magazines for proper temperatures, testing of powder, and making sure that sprinklers and flooding systems are in constant readiness. He must also have a knowledge of depth charges and release mechanisms. Add these all together, pardner, and you've got yourself a job and a half.

Gunner's mates have a great responsibility during war or peace. It is their job to see that their guns operate perfectly at all times. You won't find a prouder man than a gunner supervising his precisely drilled gun crew, with the gun operating perfectly throughout the period.

—Rudy C. Garcia, JOC, USN.

Naval Fire Power Down

A GONNER MUST love and serve God." The reason for this warning to old time gunners is apparent from an excerpt from an Old Ordnance Pamphlet: "The early gonner had to be nimble in giving fire, which as soon as he espieth to flame, he ought with quickness to retire back three or four yards out of danger of the reverse of ye wheels and carriage of ye peece, for oftentimes it happeneth that the wheels or axle tree doth break and spoile ye Gonner that giveth fire, not having ability to move himself from the danger of ye same; yea, I did see a Gonner slaine with the reverse of the wheele of a culverin (a crude musket or long cannon), which crushed his legge and thigh in peeces, who, if he had a care and nimbleness withal, might have escaped ye misfortune."

Hundreds of years before anybody had thought of "gonners," or guns and gunpowder, the Egyptians, Persians, Greeks and Romans—all of the great ancient powers—fought naval battles. Their weapons were the spear and sword—the bow and arrow—pyrotechnic devices.

Ramming and boarding were the common practice and remained important until comparatively recent times. "Prepare to ram," was sounded more than a few times during WW II.

The ancients *couldn't* fight at a distance. The strategy was to maneuver close to the enemy and attempt to ram him, overturn him, board him by means of grappling hooks, or shear off his oars by running alongside. If no physical contact was possible between vessels, the fight consisted primarily of shooting incendiary arrows. Another good trick was to throw sulphur, pitch, niter or petroleum on the hostile ship, ignite it, row away and watch the fire. Also, one of the old Roman customs was to hurl darts, javelins and earthen jars filled with snakes at the enemy with the *catapultas*.

The first recorded use of the "fire ship" or "fire raft" was at the siege of Tyre in 332 B.C. This "weapon" was a small vessel loaded with inflammable or explosive material used to set fire to the wooden ships of enemy fleets.

History tells us that the Greeks used the so-called "Greek fire" effectively as early as the seventh century A.D. particularly in naval engagements. This was a flaming stream projected from tubes carried on the bows of the vessels.

Gunpowder was known and used in making firecrackers by the Chinese in the ninth century. The first useful formula for gunpowder was probably introduced in the western world during the 14th century in a roundabout way through the Arabs from the Chinese formula.

With such an explosive material at hand, the inevitable problem was that of projecting it to destroy.

Until the 15th century, unless a ship was set aflame by incendiaries, the primary object in naval battle was "taking" it in hand-to-hand combat. The appearance of the "ship-killing" weapon, the gun, initiated "off-fighting" techniques. The point now was to attempt to batter the enemy into submission, or to damage him sufficiently to make boarding and capture possible. Requirements and methods of fighting changed radically. With guns aboard, ships needed gunners.

These "words of command for the exercise of the great guns" were taken from the *Navy Regulations* of 1818:

"Silence

Cast loose your guns

Level your guns

Middle your breechings

Take out your tompions

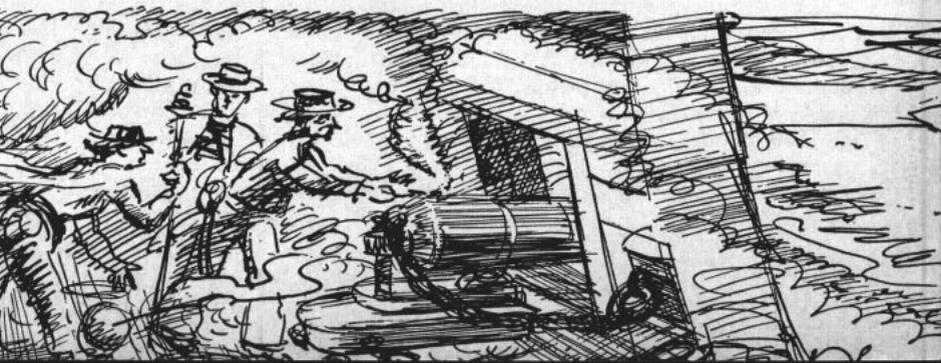
Take off your aprons

Prick and prime

Lay on your aprons

Handle crows and handspikes

Point your guns at the object



Through the Centuries

*Level your guns at the object
Blow your match
Take off your aprons
Fire
Stop your vents
Sponge your guns
Return sponge
Load with cartridge
Wad to shot and ram home
Shot your guns
Wad to cartridge and ram home
Return rammer
Put on your aprons
Man your side tackles
Run out your guns
Level your guns as above."*

The gun's use as a weapon by the relatively modern navy was on something of a hit-or-miss basis. Less than 200 years ago, when naval guns were fired at point-blank range, fire control was largely a matter of skillful seamanship. A vessel had to be maneuvered to within shouting distance to make a hit probable.

During the 1812 period, our gunners were trained to shoot when their ship rolled toward the enemy, firing on the "down roll" so that their shots would strike the hull if they missed the masts and decks.

In addition to mastering the "down roll" technique, the early gunner had to learn to use the chain shot—for tearing the enemy's sails, carrying away his rigging and bringing down his masts. If he wasn't expended by a premature explosion of the "hot shot" which was fired to a red heat in the galley stove, he succeeded in setting fire to the enemy. Also used was langrage, "a wicked collection of nails, iron scraps and bits of rusty metal (frequently) in a can." He also learned to use grape shot to drive the opposing crew from the upper decks and to damage the rigging.

The gunner of the old navy not only "lived dangerously" but he also worked hard at it. Twelve men were required to load and fire a 24-pounder. Hauling the 5600-pound

weight of gun and carriage during a long and hotly contested battle was so strenuous that the crew became exhausted.

The problem was more complicated during rough weather when the motion of the ship increased the difficulty of keeping the gun in place.

This problem was posed in the "Naval Gunner Instructions" of 1822:

Question—What will you do if a gun breaks loose at sea?

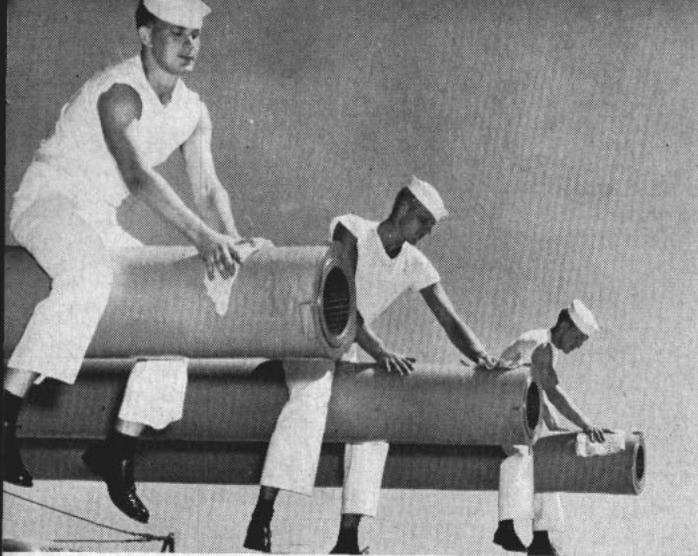
Answer—I immediately cut down some of the hammocks and get such other like things to choak the gun and trip it, if possible, and secure it with some good rope until the gale abates."

The men behind the turret guns of *Olympia*, Dewey's flagship in 1898, may not have been in danger of being "spoiled," as the old ordnance pamphlet said, but they were plenty busy. A description of the action says, "Six shots a minute blazed out of *Olympia's* turret; the powder smoke poured through the portholes in a choking smeach; with each discharge the turret shook and rocked as though in an earthquake; the air was shaken with a continuous crash and thunder; but through it all the orders 'Sponge,' 'Load,' 'Point,' 'Fire,' went on and the twelve reeking, choking, quivering men went on, with their labors—labors that chipped off a year of each man's life every instant."

The importance of "gunnery" as a science was late in being recognized. When its importance was realized, gunnery went into high gear—so did ordnance—and training and teamwork of the guns' crews.

In modern naval warfare, a potential enemy ship miles away can be picked up on radar, and gun crews can be at their battle stations ready for action in a matter of moments.

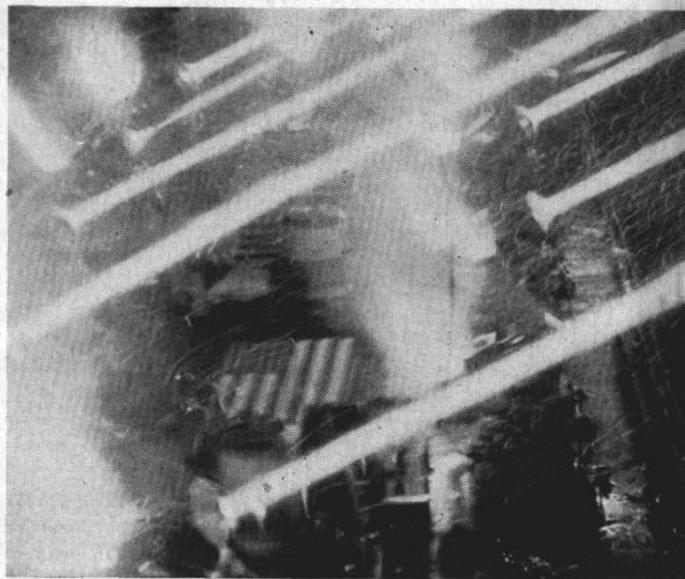




EIGHT INCH guns of USS Salem (CA 139) get wipe down at sea. Below: Sailors practice with 20mm AA gun.



TWIN FIVERS in covered mounts form main battery of many destroyers. Painting prevents rust, improves looks.



ROCKET GUNS blast Korean shore during night attack.

Great Guns—

GUNS ON NAVY SHIPS have come a long way since "Grandpappy" gunner's mate rammed an iron ball down the barrel of his bulbous cannon. From these old timers, whose accuracy could only be counted on when the gunner could see the whites of the enemy's eyes, have evolved the great guns of the Fleet that can blast the enemy from the sea before he can be seen.

Guns from the Fleet range from the king size 16-inch 45 caliber of the battleship to the smallest, the 20mm anti-aircraft gun. Between these two extremes are seven different bore sizes that are further specialized by warring calibers and types of mounts or turrets.

At sea these guns form the main battery (usually the largest guns of a ship), secondary battery, and/or anti-aircraft battery of our fighting ships.

The water-cooled 40mm guns seen in twin and quad mounts throughout the Navy, set quite a record through World War II by downing enemy planes with their rapid fire. Each gun is capable of approximately 140 shots per minute. This means a quad mount can throw out about 560 projectiles every minute. Until quite recently this was the most important heavy machine-gun in the Navy. Now it is being displaced by the new three-inch rapid fire gun. However, many combatant and auxiliary ships still carry these automatics.

The three-incher that is pushing out the familiar 40 duals and quads is not the single, three-inch 50 caliber mount so widely used in WW II.

This new shiny baby has a power-driven mount, and comes in singles and doubles that are equipped with automatic loaders. This RF is capable of firing 45 times per minute, over double the ability of the old.

Largest of the guns to come in mounts are the five-inchers. This gun has more different types of mounts than any other Navy gun and can be considered the nearest thing to the "typical US Navy mount."

Most common is the five-inch 38 caliber and the newest is the five-inch 54 caliber aboard USS *Forrestal* (CVA 59) and USS *Saratoga* (CVA 60). A lot of changes have taken place in this gun since the pre-

ALL HANDS



CRUISER MEN man their battle stations at 3-inch AA gun.

Navy's Got 'Em

World War II 5"/51 graced the decks of our fighting ships. The predecessor of the DP 50/54 only came in single pedestal type mounts that were manually operated. Since the open deck mount had but a 20-degree elevation it was only good for surface use.

An old version of the five-incher also had the distinction of being the first Navy gun specifically intended for antiaircraft use. This was the 5"/25. In its heyday, more than a dozen years ago, this fiver could be found on many cruisers and some battleships. Although it embodied many characteristics of its modern counterpart it has been displaced by the 38-caliber model except as a wet mount on a few large subs.

The fivers come in duals and singles and perhaps are best known as the main battery of destroyers.

The next size gun, the six-inch on light cruisers, is the smallest of the turret class guns. The latest in six-inch turrets is found aboard the *Worcester* class cruiser. These guns, in spite of their size are capable of high enough elevation to be classified as dual purpose.

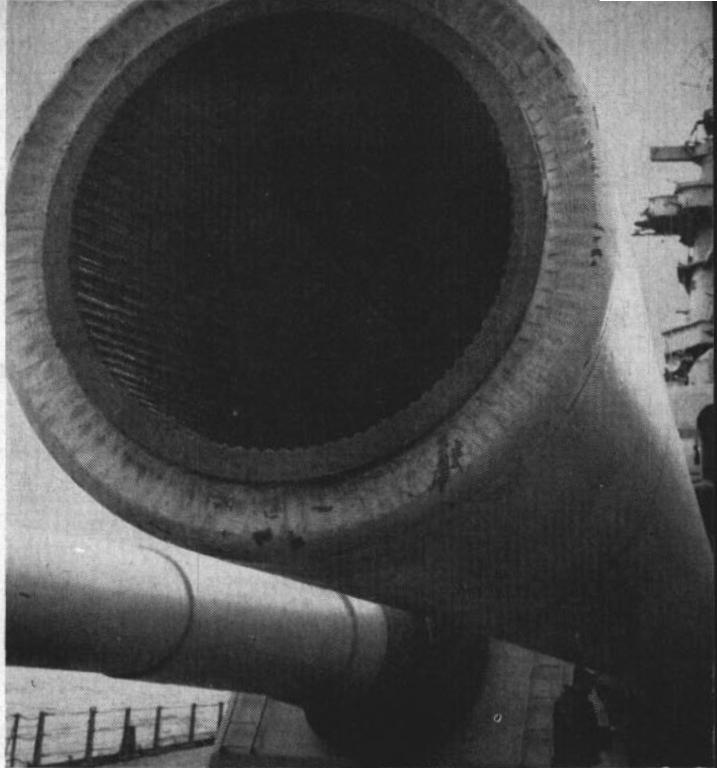
First cousin to this "six gun" is the Navy's new *Salem* class rapid fire eight-inch gun. These two guns represent the very latest naval turrets. The new RF eight fires three times faster than the older *Baltimore* class eight-inch 55 caliber. It uses case type ammo instead of bag, and no attendants are needed in the gun compartment.

There are two other turret guns before you come to the Big Bertha of the battlewagons. They are the 12-inch guns of the large cruisers *uss Guam* (CB 1) and *uss Alaska* (CB 2) and a 14-inch gun can be found on a few of the old battleships.

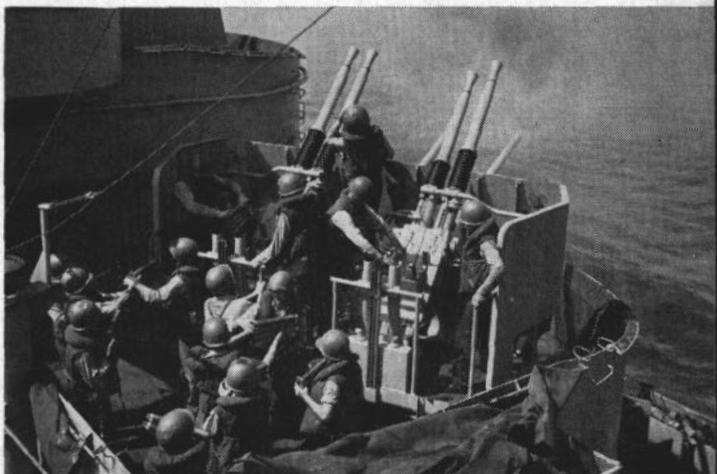
Daddy of them all is the powerful 16-inch guns of the modern battleship. They run three to a turret and there are two forward and one after turrets thus making a total of nine of these large guns per BB. They are capable of firing projectiles weighing over a thousand pounds at distances of 35 miles.

In addition to this array of armament the New Navy has the punch of torpedoes, rockets, and guided missiles.

JUNE 1956



BIG BERTHA—the 16-incher of battleships is largest gun at sea. Below: Automatic 40mm quads shower the sky.



SIX-INCHERS, like these of *USS Manchester* (CL 83) are smallest of turrets and have enough elevation for DP use.



THE WORD

Frank, Authentic Advance Information

On Policy—Straight from Headquarters

● **SLEEVE MARKS**—As a result of recent Fleet trials, ship-name sleeve marks have been adopted for wear by all shipboard enlisted personnel below the grade of chief petty officer. First deliveries are anticipated by September, with a final delivery date of 1 Jul 1957 scheduled.

Five sleeve marks will be issued to each man for wear on dress blue and white jumpers. When permanently detached from your ship, you will be required to remove all such marks from your uniform. The initial issue will be charged to operating and maintenance of your ship; additional name-marks may be purchased for about 10 cents each.

Here are the details, as described in an addition to Article 1202 (paragraphs 7 and 8) of *Uniform Regulations*:

Ship-name sleeve marks will consist of a ship's name (see example) in ¼-inch white block lettering on blue background ½-inch wide, worn on the right sleeve of blue dress and white jumpers. Marks will be embroidered in a slight arc and worn parallel to and with top edge ⅜-inch below the lower row of stitching on right shoulder-sleeve seam, centered on the outer face of the sleeve. Marks should be sewn with colorfast blue thread.

When reporting aboard a ship for duty, each man will be issued marks for dress blue and white jumpers. When detached they will remove and turn in name marks previously issued. Afloat staff and afloat avia-

tion personnel will wear the ship-name mark of the ship to which they are regularly assigned, unless manifestly impracticable as determined by the staff or aviation unit commander.

In the event of a possible future emergency which would require security of ship names or locations,



Ship Name Sleeve Mark

wearing of name marks may be suspended during the emergency.

Enlisted women below the grade of CPO assigned to commissioned Navy ships will wear ship name sleeve marks when prescribed. They will be worn on service dress blue and white and gray working uniforms.

The effective date will be within 60 days after the sleeve marks are received on board and, in any event, not later than 1 Jul 1957.

● **TERM INSURANCE RENEWALS**—Members who have pay allotments in effect for five-year term National Service Life Insurance policies have been notified by Alnav 9 that the Navy Department can no longer renew such policies administratively. Therefore, each member must decide what is to be done with his policy

before the renewal date. To accomplish this, the Veterans' Administration has agreed to forward renewals to the Navy Finance Center for location and forwarding to members in sufficient time for them to (1) pay the increased premium, (2) discontinue the insurance or (3) apply for waiver of premiums.

Previously the Navy automatically covered the increase in premium when the term period expired before the member was notified; then when the member received notification, his pay was checked to cover the difference between the old and new premiums at the same time the request for renewal or waiver was being accomplished.

The new procedure does not affect policy holders whose term policies are now under waiver or members who have permanent-plan NSLI policies, nor does it affect personnel whose first tour of active duty began on or after 25 Apr 1951, the date on which Servicemen's Indemnity act of 1951 went into effect.

Navy men who are not certain whether they are paying for their term insurance by allotment should check with their Disbursing Office to find if they have an "N" allotment in effect.

● **LDOs, OCs AND WOs SELECTED**—A change of uniform looms large in the future of 326 Navy men selected for appointment as limited duty officers, officer candidates and temporary warrant officers.

Of that total, 211 Regular Navy enlisted personnel and warrant officers will be designated limited duty officers with the rank of ensign; 109 enlisted personnel were selected for the April class at the Officer Candidate School, Newport, R. I., in the Integration Program; and five chiefs and one PO1 were appointed to the temporary grade of warrant officer, W-1.

The successful LDO applicants will be assigned to the Limited Duty



PASS THIS COPY ON—No need to rush, he always passes his copy on to nine other men.

• **ENLISTED PRECEDENCE**—Precedence among enlisted personnel in both military and non-military matters has been clarified in changes to Article C-2102 of the *Bureau of Naval Personnel Manual*. The revisions which will be included in the forthcoming Change No. 20 to the manual, were developed as a result of the many letters received by ALL HANDS concerning enlisted precedence.

In *non-military matters*, enlisted personnel will take precedence among themselves according to pay grade held and the date of advancement to that pay grade. In cases of the same date of advancement, precedence will be according to the rating held, as indicated in the table which is part of Article C-2102(3). For personnel in pay grade E-7 (CPOA or CPO) the date of precedence is that of advancement to chief petty officer, acting appointment.

The seniority for *assumption of military authority* of general service enlisted rates and ratings will continue to be in the order listed in Article C-2102(3). In military matters, dates of appointment have no bearing unless two individuals of the same rating and rate are involved.

Officer indoctrination course at Newport. Provided they meet physical and administrative requirements, they will be commissioned during the first week of the course. Those selected for the various categories were: Deck, 15; Ordnance, 15; Administration, 20; Engineering, 46; Hull, six; Electronics, 41; Aviation Operations, three; Aviation Ordnance, five; Aviation Maintenance, 12; Aviation Electronics, 19; Aerology, three; Supply Corps, 22; and Civil Engineer Corps, four.

The 97 line and 12 Supply Corps personnel selected for OCS in the Integration Program will be appointed ensigns in the Regular Navy upon graduation from the school. These candidates are in addition to the 225 whose names were published in BuPers Notice 1421.

Those picked for temporary WO rank included two BMCs, one BMI, two EMCs and one YNC.

• **DEADLINE FOR INDIANA BONUS**—If you're entitled to a Korean bonus from the State of Indiana and haven't applied for it yet, you'd better get moving. The deadline for mailing your application is midnight 30 Jun 1956.

Application blanks may be obtained from most veterans' organizations or from the Auditor of State of Indiana, Bonus Division, 431 N. Meridian St., Indianapolis 4, Ind. Completed forms should be addressed to the Bonus Division. So far, the state reports, several thousand eligible veterans have not filed.

For details on eligibility and pay, see ALL HANDS for January 1956.

• **INDEPENDENT DUTY FOR SUPPLY CLERKS**—For the first time in 161 years, "Pay Clerks"—now officially titled Supply Clerks—may be assigned to independent duty involving direct accountability for government funds and property. This would include duty as ship or station disbursing officers.

The basic change in Navy custom and tradition was made possible by a ruling of the Judge Advocate General of the Navy in interpreting the Warrant Officer Act of 1954.

A few supply clerks have already been assigned to accountable duties. The program will be stepped-up in the next few months.

The supply clerks' responsibilities formerly were given only to officers of the rank of ensign or above.

• **OFFICERS SELECTED FOR USN**—A total of 247 Naval Reserve and temporary officers have been selected for transfer to the Regular Navy by the Augmentation Continuing Selection Board which convened in February. Those who are temporary officers now in the Regular Navy will be given permanent commissions.

Of the selectees, 169 are line officers, and 78 are in the Staff Corps.

Those recommended for appointment, provided they meet the requirements, are in the following categories: Line, 74; Line, Women, 13; Aviation Line, 68; Engineering Duty, 1; Aviation Engineering Duty, 5; Special Duty Communications, 1; Special Duty, Law, 4; Special Duty, Intelligence, 3; Medical Corps, 11; Supply Corps, 23; Chaplain Corps, 7; Civil Engineer Corps, 12; Dental Corps, 5; Medical Service Corps, 8; and Nurse Corps, 12.

QUIZ AWEIGH

It shouldn't be too difficult to score a 4.0 in this month's quiz. If you are a constant reader of ALL HANDS (and we hope you are), the quiz should prove quite simple. All the information on these questions has been published in recent issues of the magazine.



1. Remember this one-time specialty mark? It represented a rating which has been reestablished. That rating is (a) Visual Communications Technician (b) Signalman (c) Quartermaster Signalman.

2. The men in this rating will usually be found performing their duties aboard ship around the (a) combat information center (b) bridge (c) gunnery office.



3. If you've ever had a chance to be around a naval air station, you'll certainly recognize this plane. Its designation is (a) SNJ Texas (b) S2F Sentinel (c) N3N "Yellow Peril."

4. This aircraft, which is being replaced by the T-348B, is used primarily as a (a) fighter (b) low-level bomber (c) trainer.



5. As a well-rounded Navymen, you should know what the above Army insignia represent. These insignia stand for different grades of (a) specialists (b) master specialists (c) outstanding NCOs.

6. The men who wear the above insignia are equal in pay grade, from left to right, to Navymen in pay grades (a) E-3, E-4, and E-5 (b) E-1, E-2, and E-3 (c) E-4, E-5, and E-6.

You'll find the answers to this month's quiz on page 52.



fice of the Navy Department was established, leaving the function of astronomy to the Depot.

From the original Depot, the astronomers moved to a location near the present site of the Lincoln Memorial. Expansion of the nautical use of astronomy, however, soon forced another move, and this time it was decided to select a permanent location for the Observatory.

A tract of land was chosen atop one of the highest hills in northwest Washington. Here approximately 72 acres were laid out in a circle with the clock house erected exactly in the center, 1000 feet from the circumference. It was necessary that the Observatory be located in an area where the atmosphere was free from smoke and heat radiations emitted by other buildings. Also, the location had to be away from highways. This was because earth vibrations set up by heavy traffic could affect the delicate instruments.

Naval Observatory Astronomers—

They Collect Moonshine, Shoot Stars

LATE AT NIGHT in Washington, D.C., the Navy goes out to collect moonshine. Not the brown variety that bubbles forth from stills, but the real product that beams from Earth's only satellite. It's collected by U.S. Naval Observatory astronomers, and used to help the Navy survey the mountains on the moon.

Moon-mountain measuring, however, isn't the primary function of the Observatory. The Observatory's basic mission is to gather and publish basic celestial data which will be of value to navigators of ships and aircraft. In addition, the Observatory contributes material to the general advancement of navigation and astronomy. The celestial data comes to the Navy via the Observatory's publications, that is, the *American Nautical Almanac* and the *Air Almanac*.

The almanacs give a daily listing of the positions of the sun, moon and major stars and planets as they appear in the sky throughout the world. When a navigator "shoots the stars" to determine his craft's bearing, he must know their position in relation to the position of his ship.

The exact time at which the stars and planets were observed is an equally important factor. The Observatory's time service enables the navigator to determine the exact time

from his ship's chronometer.

Chronometer accuracy is taken for granted today. It wasn't always that way, however. Before 1830, chronometers and other navigational equipment from decommissioned ships was shuttled into storerooms to be passed on to another ship at some future date. Much of this equipment became damaged in handling or corroded in inadequate storerooms. As a result, good chronometers in those days were hard to find.

To rectify this situation, the Navy established the Depot of Charts and Instruments in 1830. Located in Washington, D.C., the Depot was the forerunner of the present Naval Observatory and Hydrographic Office.

Activities of the Depot gradually expanded beyond the mere storage of instruments. Observations of the sun, moon, planets and brighter stars were officially begun in 1845. These results were published in 1846, and became the first such data to be published on this side of the Atlantic.

The Depot's activities further expanded into the field of chart making. This eventually became such a large project in itself, that the Navy decided to make it a separate activity. In 1866 the Hydrographic Of-

Equipment and scientists moved into the new location in 1893. Here their work has continued 24 hours a day to this date. Some of the original equipment, such as the 26-inch telescope, is still in use. Although a few new buildings have been added, the general physical layout has remained the same.

Visitors may walk in the spacious and beautiful grounds from 0800 to 1600 and special guided tours are provided at 1000 and 1400 each working day. Night tours are conducted monthly, usually on Wednesday between the first quarter and the full moon. Reservations for night tours must be made about six weeks in advance of the date of the desired tour.

A visiting Navyman would miss the traditional deck gray paint, temporary buildings and security restrictions which appear to be characteristic of a naval station. He would find a landscape of green lawns, quiet roadways and stately oaks. The result resembles a pleasant college campus.

Although the main building of the Observatory appears startlingly modern in design, traces of green moss on its white granite sides are testimony of its true age. This is the building that now houses the primary standard clocks that define

the Almanac Office and other offices where most of the astronomical calculations are made.

Actual observations are carried out in domes and buildings scattered about the grounds. They are of functional design which can be likened only to something out of science fiction. Round and white, the largest dome is about 50 feet in diameter. Each is located on its own plot of lawn and gives the appearance of having virtually bubbled up from the earth. Telescopes are trained on the universe through long open slits across the tops of the buildings.

Astronomers working in these buildings make most observations at night. Observation domes are unheated because heat waves rising through the slits would interfere with the atmosphere in front of the telescopes. If the domes were heated, it would be like looking through heat waves rising from a highway

and Tell Time

on a summer day. During winter months, astronomers are sometimes forced to retire to heated buildings for warming sessions. The Observatory maintains two substations in climates where stars can be seen more often. They are located at Richmond, Fla., and Flagstaff, Ariz.

A photographic zenith tube automatically collects and records the necessary data for the Time Service. Rigidly fixed in a vertical position, it takes pictures of stars whose paths cross the instrument's line of sight. From these pictures the Observatory can determine solar time with an accuracy of several thousandths of a second.

Solar time was first determined by sundials. The sun is not easily observed owing to its brightness, and therefore, present day astronomers determine solar time by observing the stars. The position of the stars in relation to the sun is known, so an observation of a star is equivalent to observing the sun.

The ancients knew that when the sun was directly overhead it was mid-day. Scientists now know the exact solar time when certain stars are directly overhead. This is the operating principle of the zenith tube. It takes a picture of the star, and at the same instant registers the Observatory's clock time.

The difference in clock time and solar time will be the clock's error. Dr. William Markowitz, Director of the Time Service Division says, "The stars always tell the right time, and the clock is usually correct to a few thousandths of a second."

The times of exposure of the zenith tube are sent electrically to the clockroom in the main building where the results are later calculated. The clocks in use are divided into two classes. "Primary standards" are clocks of the highest precision. They are used to measure observa-

tions made over a long period of time and are not regulated or set.

"Service clocks" are those used for sending and monitoring time signals. They are regulated when necessary, using the corrections supplied by the zenith tube observations.

For about 250 years the pendulum clock was supreme in the field of precision timekeepers. This type clock has recently been replaced at the Observatory by an improved electric clock which uses a quartz crystal. Quartz-crystal clocks aren't much different in principle from ordinary home electric clocks.

'STAR GUNNING'—Navyman visiting Naval Observatory sights through 26-inch refractor whose 32-foot tube aims skyward through slotted dome.





NAVIGATORS base calculations on data prepared by Naval Observatory.

Household clocks are powered directly by the 60-cycle alternating current supplied by power companies. This current varies slightly, however, causing electric clocks to gain or lose time. In the quartz-crystal clock, the crystal stabilizes the extremely accurate pulsating current which runs the clock's motor. Should

FIFTEEN-incher is used to photograph star fields. Smaller scope is sight used to check automatic tracking gear.



a power failure occur at the Observatory, standby batteries take over.

The quartz-crystal service clock is easily advanced or retarded by turning a crank under its face. One turn equals one-thousandth of a second. Until recently, these service clocks sent a time signal by land wire to the naval radio station NSS located at Annapolis, Md., where it was rebroadcast to ships at sea.

Now, however, the Observatory monitors the signal sent out by clocks at the naval radio stations. When these clocks get off beat, the Observatory advises the station of the regulation required.

Ships at sea receive naval radio time signals periodically during the day. As Navymen know, one of the quartermaster's jobs aboard ship is to note the discrepancies between the time registered by the ship's chronometers and the signaled time. He does not reset the chronometers because it's against Navy Regulations to tamper with them aboard ship. Instead, he logs the number of time units that they are fast or slow. Thus, when the navigator needs to know the exact time, he can add or subtract the logged error from the chronometer's reading.

The Time Service has been in continuous operation since 1845 when the first time ball was dropped at the Naval Observatory. Today, in addition to setting time for the nation and for navigators at sea, other uses for this service have arisen.

These include longitude determinations for precise surveying and map making, and gravity determinations for locating minerals and oil. Radio monitoring stations use these signals in checking frequencies of transmitting stations. Seismologists use them in coordinating earthquake data, and watchmakers use them for checking the accuracy of their watches.

The other major function of the Observatory is carried out by its Nautical Almanac Office. Here the positions of the stars are brought down to Earth and arranged for the use of navigators. Combining talents of astronomers and mathematicians, this office is able to predict the positions of the sun, moon, stars and planets many years in advance.

The largest and most comprehensive annual publication of the office is the *American Ephemeris and Nautical Almanac*. It lists daily positions of the sun, moon, major stars and planets, and many of their satellites, plus information on eclipses and other heavenly happenings that will occur during the year. (The word "ephemeris" means almanac, or a daily listing of occurrences.) Pages in the *Ephemeris* are nearly the same size as the pages in standard telephone books, and the book is about one-inch thick. To an untrained reader, however, the succession of tables in the *Ephemeris* make it less interesting than many phone books.

The labor involved in tabulating this tome is shared among the Almanac Offices of the Naval Observatory and several foreign nations.

Two almanacs are published annually for the use of navigators. One is the *American Nautical Almanac*, designed to be used aboard ship. The other is the *Air Almanac*. The *Air Almanac* is the easiest and quickest to work with, but its tables aren't as precise as those in the other almanacs. It can be used to determine the position of aircraft within a few miles, whereas the *Nautical Almanac* can pinpoint a ship's position within about one mile.

The Almanac Office receives many observations from astronomers in the Equatorial and Transit Circle Divisions. "Equatorial" is the name given to telescopes mounted so that they can be pointed anywhere in the sky. These are general purpose instruments. Transit circle telescopes observe stars and planets for time measurement purposes and for map-

ping their positions. They are mounted so as to view a straight line of sky through the zenith from the north to the south horizon points.

In operation, a star is sighted by the astronomer who places it between a pair of crosshairs in the field of the telescope. Then the star may be tracked visually or a series of photographs may be taken by the telescope's camera.

Information is obtained from photographs by measurements. As many as possible are made with a device called an automatic measuring engine which automatically records the data on punched cards. This card is in turn fed through a machine which prints the data directly in tables thus eliminating typographical errors.

Several other instruments are in use at the Observatory. One draws an outline of the mountains on the moon's outer rim. A photoelectric cell scans the circumference of a moon photograph, and then magnifies what it sees 300 times. This magnification is traced by a pen on a revolving cylinder which contains a roll of paper. The result looks somewhat like a heartbeat as traced by a cardiograph machine.

Dr. Chester B. Watts, inventor of the machine, is in charge of this moon project, which has been going on for 10 years. Dr. Watts said, "The reason we are doing this is to determine the moon's center of figure more closely. We now know within about 400 feet where it is, but that's not close enough."

The "center of figure" of a smooth ball will be the exact center of the ball. Giant mountains and craters, however, make this uncertain in the case of the moon. By measuring the mountains, a closer approximation of the moon's center of figure may be obtained. The exact center will probably never be determined, however. This is because the moon never turns its back on the earth, and therefore, we don't know the condition of the terrain on the other side.

Continuous observations must be made of the sun, moon, stars and planets. Mathematics alone cannot provide accurate calculations of a star's position in relation to the Earth over a number of years. Several factors affect the precision of observation. First, the Earth's rotation is not constant (it has been known to vary as much as one second in a year). The Earth also tends



SHIPS of the Fleet are guided by sun and stars charted at the Observatory.

to wander at its poles. Geographic poles have been known to shift 100 to 150 feet from center. These inconsistencies may seem small, but if the Observatory did not continually observe these changes, they could eventually throw the navigator miles off his course.

Another activity which is of continuous nature is the observation of sunspots and brilliant flares that frequently appear on the sun. These are caused by huge storms or eruptions of gas and fire on its surface. Old Sol is photographed daily, weather permitting, and these photographs are studied to obtain a sunspot record. Pertinent information about current conditions on the sun is transmitted to interested agencies daily.

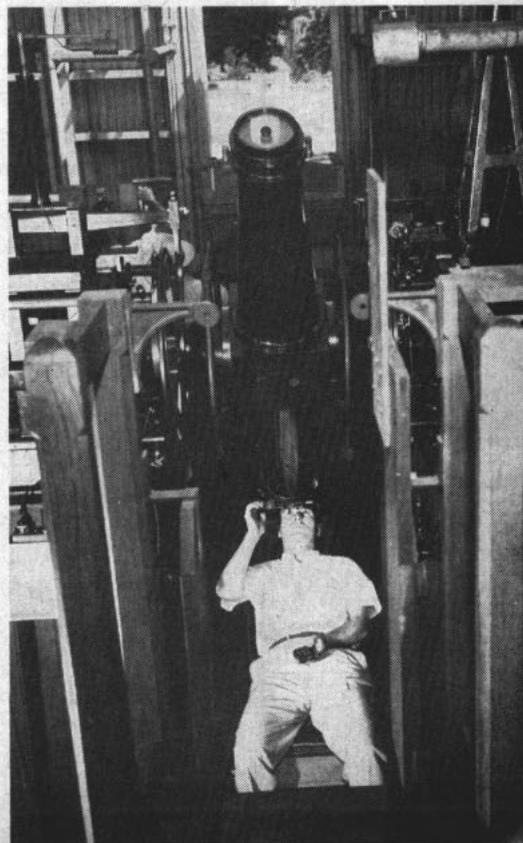
Excessive sunspot activity causes magnetic storms on the Earth. These sharply increase the voltage of land wires. Bright flares, often near large sunspots, cause radio fade-outs or complete blocking of signals on some frequencies. Some scientists think that sunspots affect the amount of rainfall. A check of tree rings in old redwood forests shows greater growth, and therefore greater distances between rings during years of considerable sunspot activity.

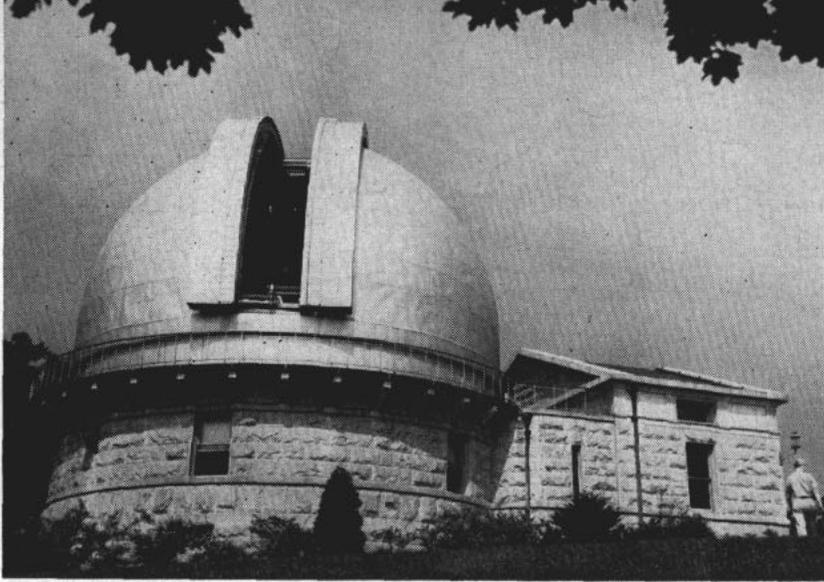
Enormous aurora borealis displays are also caused by large sunspots. Social scientists have even tried to attribute certain types of human behavior to the occurrence of the spots. So far, however, astronomers have been unable to account for their

mysterious power, or predict their occurrence with accuracy.

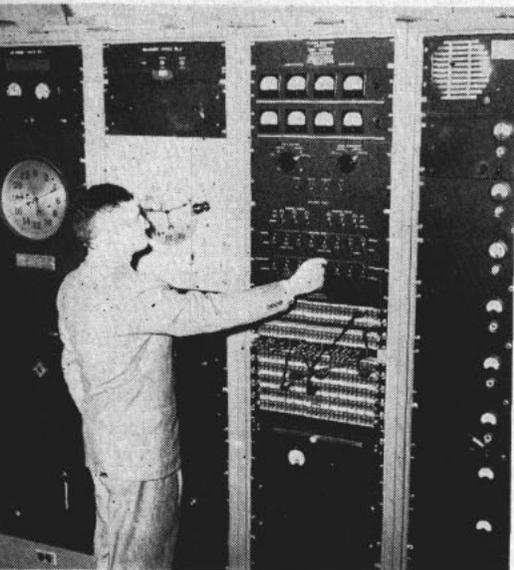
The Observatory has its own repair shop which keeps the astronomical gear in shape. It's also equipped to build special instruments developed by Observatory scientists.

During the crucial months of World War II, this shop assisted in RECLINING at eye piece of six-inch transit circle, astronomer measures position of sun, moon, bright stars.

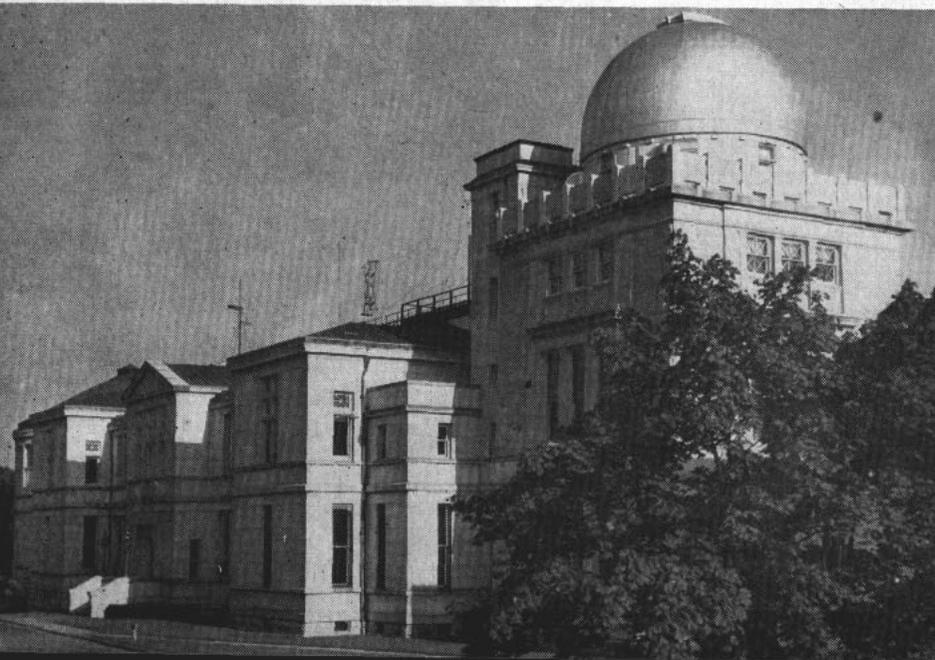




DOMED BUILDINGS housing telescopes seem to be fugitives from TV space show. Below: Crystal clock and radio monitor are checked by Time Service.



TIME SERVICE, whose clocks define time for the Navy and the Nation, is in the administration building. Dome has 12-inch scope for moon study program.



the development and production of thousands of dollars worth of precision instruments that could not be obtained elsewhere. It also inspected and serviced more than 15,000 chronometers, watches, stop-timers and ship's clocks. The repair shop fixed hundreds of damaged pieces of sundry navigational gear such as sextants, binoculars, barometers and compasses. This work is no longer done at the Naval Observatory but is now accomplished in Navy Yards on each coast of the U. S.

Shortly after the war began, the Navy found itself dangerously short of binoculars. A country-wide appeal was made, and the public responded by loaning about 10,000 of these instruments to the government. In return, each donor received a check

for one dollar, plus the promise that his instrument would be returned to him in good condition at the end of the war if it had not been lost in action. There were about 135 losses. The remaining glasses were rounded up and sent to the Observatory's shop where they were cleaned, repaired and returned to their owners in first class condition.

Another World War II emergency provided additional work for the Observatory. Many of the foreign observatories that formerly supplied data for the *Ephemeris* were inoperative as a result of the war. The Naval Observatory, therefore, because it had no other choice, picked up some of the specialized work that had previously been done by the overseas observatories.

The value of the Naval Observatory does not rest in the discovery of new stars and planets which may be hidden in the far recesses of the universe. It has gained deep respect, also, for the excellence of its Time Service and Almanac Office publications. Nevertheless, in its early years the Naval Observatory did make one startling discovery in the province of astronomy.

This was in 1877 when Asaph Hall, using the 26-inch telescope, discovered two satellites, like our moon, of the planet Mars. One of these moons remains almost stationary in the Martian sky, while the other one moves backwards around the planet three times a day.

Most of the work done at the Observatory is either too time-consuming or too expensive to be undertaken by private observatories. But "without our fundamental observations," an Observatory astronomer said, "much of the exciting exploratory work of other observatories could not be accomplished."

Fundamental observations will also play an important role in future developments. New electronic weapons and instruments operate at tolerances of the smallest fraction of a second. Therefore, there is a growing demand for more accurate measurements of time.

Supersonic aircraft may require quick, highly accurate navigational methods. And the prospect of space travel, earth satellites, and the like, pose unknown problems. The Observatory's fundamental data gathered over the span of a century will be invaluable to future development.

—George Wells.

ALL HANDS



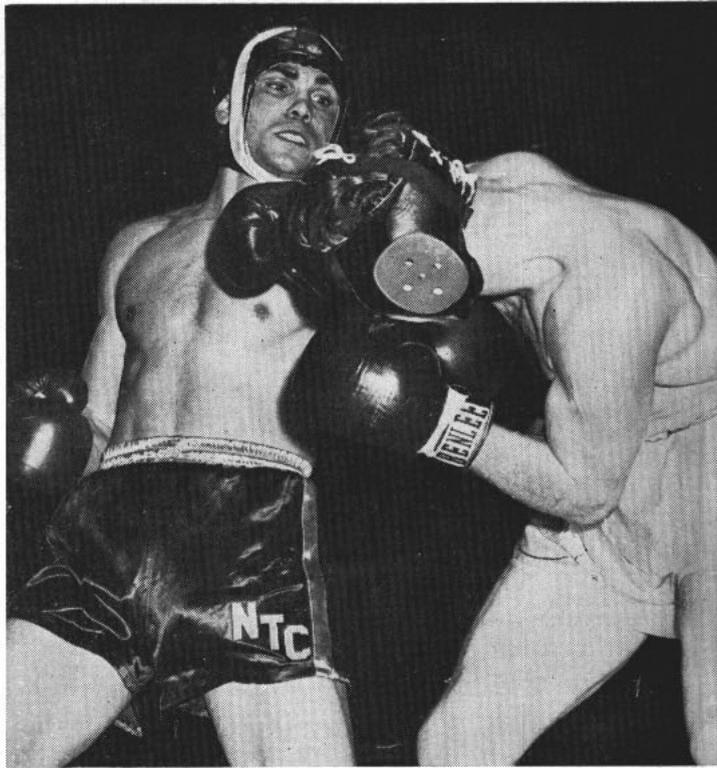
Meet Me in Monaco

MONACO—a name that few people outside of the wealthy who visit Monte Carlo had ever heard of until Grace Kelly became engaged to Prince Rainier III—is old stuff to Navymen who have been cruising the Med with the Sixth Fleet. Since the small principality has been hitting the headlines sailors like W. C. Silliman, EN1(SS), USN, and W. O. Landis, IC3(SS), USN, of *USS Ray* (SSR 271) have been enjoying liberty in Monaco with renewed interest.

Other units of the Fleet visiting nearby French Ports of Villefranche, Nice, Cannes, and Golfe Juan, have also enjoyed the sights of this current center of interest via train and bus trips.

Top Left: City of Monte Carlo rises above Silliman and Landis as they leave their ship. *Top Right:* Sub men visit church where marriage vows were repeated after ceremony at Palace. *Right:* Souvenirs of the event catch their eye. *Below:* From the Palace grounds the Navy sight-seers look down at their sub moored below.





HEAVYWEIGHT CHAMP Roy Louson sends Louis Jones to deck. Right: Bob Berdahl (rt) takes one from Gus Fernandes.

New Champs Crowned in All-Navy Bouts

THE CREAM OF NAVY BOXERS from the East and West met in the annual world-wide All-Navy Boxing Championships at the Newport Naval Station at the end of April. After the ring dust had settled, the Westerners had been beaten in nine of the ten bouts as the Eastern battlers bettered their 8-2 performance of last year.

Big guns for the Eastern team were the battling sailors from the Atlantic Fleet Destroyer Force. Six of the nine bouts won by the Eastern team were by the tin can sailors. Also, the only All-Navy champion from last year to defend his title successfully was Roy Louson, SN, USN, of the *USS Sierra* (AD 18).

Louson kept his title in true cham-

pionship form. He made a slow start in the first round, but by the end of the second round, had his opponent on the deck. The husky Westerner, Louis Jones, AA, USN, of NTC San Diego, managed to survive.

The dead-panned Louson, who boasted a 20-pound weight advantage over the 202-pound Jones, followed up his advantage in the final round, raining lefts and rights to Jones' head. Jones fought back gamely, though unsuccessfully, until a booming right hand sent him to the canvas. Jones was up at the count of nine but was in no condition to defend himself. The referee stopped the bout, awarding Louson a TKO in 2:35 of the third round.

Louson, along with the other nine

All-Navy boxing champions, has automatically qualified to enter the American Olympic boxing trials to be held in October in San Francisco. However, these champions must continue to prove themselves worthy of final selection by the Navy for entry in the Olympic Trials. (The Inter-Service Boxing Tournament, which is scheduled for the first week in October, will have no bearing on the Olympic Trials.)

Some 6000 partisan fans filled the Newport gymnasium early to see the Eastern beltors win five straight victories before any Western fighter could battle his way to victory. As it turned out, the sixth bout was the only one in which a Westerner could finish as champion.

Jerry Johnson, YN3, USN, from NAS Quonset Point, R. I., opened the night's card with a second round TKO over Rudolfo Alvarado, SA, USN, of NTC San Diego, to win the flyweight title.

Johnson put on a great boxing exhibition, bobbing under everything Alvarado had to throw, and countering effectively with short jabs and two-handed combinations to the body. This strategy by Johnson wore down Alvarado, who failed to answer the bell for the last round.

In the bantamweight division, Ronnie Andrews, SN, USN, of *USS Basilone* (DDE 824), knocked the

ROUND UP OF WINNERS—All-Navy boxing champions line up with their coaches and trainers for photograph after matches at Newport Naval Station.



crown off the head of defending All-Navy champion Glen Ivey, SN, USN, of NTC San Diego, by scoring a unanimous decision. Andrews became a counter-puncher supreme as he frustrated Ivey's aggressiveness with lightning-fast jabs.

Bob Nichols, BM2, USN, from the destroyer *uss C. P. Cecil* (DDR 835), was no newcomer to All-Navy boxing finals. For the past couple of years he had almost reached the summit of Navy boxing, but something always seemed to go wrong. But this time it was a different story.

This year's All-Navy 125-lb. champion withstood the heaviest punches Richard Robinson, SN, USN, of NAS San Diego, could throw and came back with some classy footwork, jabs and combinations to score a unanimous decision.

Tabby Lee, BMSN, USN, also representing the Atlantic Fleet Destroyer Force and *uss Tidewater* (AD 31), kept the Eastern team's victory streak alive as he pounded out a unanimous decision over 17-year-old Billy Martin, AA, USN, of NAS Alameda, Calif.

Duhard Bailey, SD3, USN, from *uss Cascade* (AD 16), won the All-Navy light welterweight championship, but not before absorbing a terrific boxing lesson from former all-Navy champion Abe Haynes, SKSN, USN, of *uss Hancock* (CVA 19). It was youth against experience and the "old-pro" Haynes simply ran out of gas. Haynes had the best of it in the first stanza in what was considered by many as the best fight of the night.

Both boys started out fast, but near the end of the second round, Bailey began to take the play away from Haynes. In the final round, the fast tiring Haynes was no match for his onrushing opponent and Bailey was voted the decision by all judges.

Henry Brown, TN, USN, from *uss Essex* (CVA 9), became the only Westerner to win an All-Navy title this year as he was crowned the welterweight champion. Brown scored a unanimous decision over Humberto Salcido, SA, USN, of NTC Great Lakes.

But the Westerners' moment of victory was short-lived as Bob Berdahl, BM3, USN, from the Newport Naval Station, scored a unanimous decision over Gus Fernandes, SN, USN, of *uss Cape Esperance* (CVE 88). Each fighter appeared overly cautious of the other's impressive

KO record. Berdahl did most of the forcing although he was caught with four hard right hooks by Fernandes in the final round. Berdahl copped the decision and was crowned All-Navy light middleweight champ.

In the middleweight scrap, Des-Lant's Frank Keating, SN, USN, of *uss Sierra* (AD 18) proved a Grade A substitute as he won the title in a battle with defending champion Bob Epperson, AN, USN, from *uss Bennington* (CVA 20). Paradoxically, Epperson won his title last year when he was a member of the Eastern team. Keating, who was a last minute substitute for Pat Moynihan, kept Epperson off balance throughout the fight with his free wheeling hooks.

In the closest fight of the night, Phil Ness, SA, USN, from NTC Great Lakes, gained a split-decision verdict over James Partee, TM3, USN, from *uss Bennington* (CVA 20), to win the light heavyweight championship. Partee's slow start in the first round cost him dearly. Ness took advantage of his opponent's slow start to score effectively with solid lefts and rights to head. Partee rallied to battle Ness to a standstill in the second round. In the third, Partee actually outpunched his opponent but Ness' fast start and his clever right-hand leads gained him the victory.

These 10 All-Navy champions, along with a number of other top Navy ring prospects will gather in Newport again this summer to begin training for the Olympic tryouts.

Here's the list of this year's All-Navy champions:

Flyweight—Jerry Johnson, YN3, USN, NAS Quonset Point, R. I.

Bantamweight—Ronald Andrews, SN, USN, *uss Basilone* (DDE 824).

Featherweight—Bob Nichols, BM2, USN, *uss Charles P. Cecil* (DDR 835).

Lightweight—Tabby Lee, BMSN, USN, *uss Tidewater* (AD 31).

Light Welterweight—Duhard Bailey, SD3, USN, *uss Cascade* (AD 16).

Welterweight—Henry Brown, TN, USN, *uss Essex* (CVA 9).

Light Middleweight—Bob Berdahl, BM3, USN, Newport Naval Station.

Middleweight—Frank Keating, SN, USN, *uss Sierra* (AD 18).

Light Heavyweight—Phil Ness, SA, USN, NTC Great Lakes, Ill.

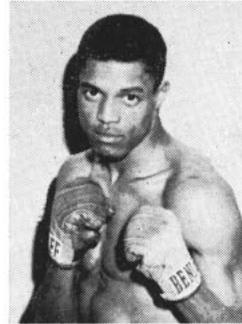
Heavyweight—Roy Louson, SN, USN, *uss Sierra* (AD 18).

—Joe Diamond, JOSA, USN.

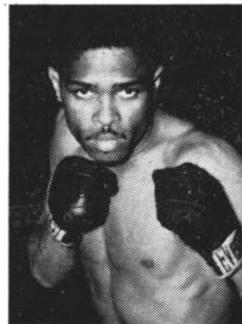
ALL-NAVY CHAMPS



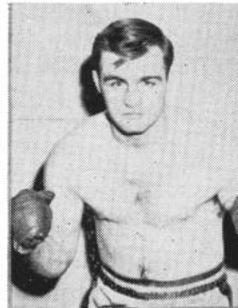
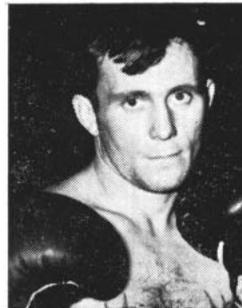
Jerry Johnson, YN3; Ronald Andrews, SN



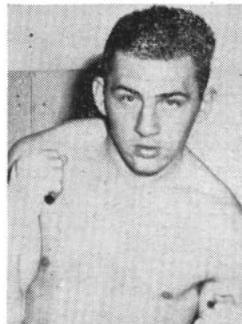
Bob Nichols, BM2; Tabby Lee, BMSN



Duhard Bailey, SD3; Henry Brown, TN



Bob Berdahl, BM3; Frank Keating, SN Below:
Phil Ness, SA; Roy Louson, SN





CAN'T KEEP UP with this Navyman. B. M. Molyneaux, AD1, USN, poses with his record-breaking motorcycle.

Sailor Cyclist Breaks Record

Bates M. Molyneaux, AD1, USN, of NAAS Kingsville, Tex., won a record-breaking victory in the American Motorcycle Association's 100-mile beach and road race for amateur riders. The race was held at Daytona Beach, Fla.

The red-headed speedster averaged 93.58 mph around the hazardous 4.1-mile course and finished a scant six seconds ahead of a runner-up Jack Schlaman of Riverside, Calif. The old record broken by the motorcycle-riding sailor was 92.43 mph.

Molyneaux was in the lead for most of the race and was ahead on 21 of the 24 laps. Molyneaux and runner-up Schlaman blistered the beach and road straightaway at better than 115 mph and were almost wheel-to-wheel for most of the last 50 miles.

The 25-year-old aviation machinist's mate rode a Harley-Davidson KR to victory. After the race, Molyneaux' machine passed the rigid inspection by the AMA technical officials. It's a 45-cubic-inch side-valve model with an estimated top speed of more than 120 mph.

A field of 60 amateurs (that is, American Motorcycle Association riders who have not been in national competition for two years) started the race, but physical strain on the drivers and mechanical troubles eliminated all but 21 of the riders of the high-powered machines.

Molyneaux, a veteran of over nine years' naval service, first rode a

motorcycle in 1950 when he was stationed at NAS Barber's Point, Hawaii. "From that time on," stated Molyneaux, "it has been my hobby. Soon after that first ride, I went out and bought my own motorcycle. Since then, I've owned 15 different motorcycles," he added.

Molyneaux acted as his own mechanic since his regular mechanic, Charlie McKinzie of Corpus Christi, Texas, didn't make the trip.

Bainbridge Looks Good

The Commodores of NTC Bainbridge, Md., foresee a highly successful baseball season since Brooklyn's World Series pitching star Johnny Podres reported aboard. Podres, now an SR undergoing recruit training at Bainbridge, is expected to be the mainstay of the Commodore pitching staff.

Besides the Brooklyn southpaw ace, Bainbridge has seven-game winner Bob Quinn returning from last year and portsider Herman West.

who played with Jacksonville and the Minneapolis Millers last season.

In the other departments, Bainbridge boasts of catcher Al Teiglitz, New York Giant farmhand, Lou Esposito, first baseman, property of the Baltimore Orioles, and outfielders Bill McGhee, veteran of eight years' pro ball, and Jim Randolph, property of the BoSox, who played with Aberdeen in the Northern League last year.

Other infielders Coach "Biff" Bennett is counting on include Frank Cassavell, Thomas Raimondo, and Frank Sylvester. Cassavell was the regular Commodore shortstop and has a good chance to hold his position. He's an excellent glove man. Raimondo played with Corning, N. Y., in the Class D Pony League last year where he hit .295. Sylvester is both a good hitter and fielder and could hold the key to a tight Commodore infield. Frank Pudina is pushing both men for a spot around the keystone sack.

AT BAINBRIDGE—Johnny Podres, Dodger pitching star of '55 World Series, chats with catcher Hal Steiglitz who played last year with Giants' farm club.



Track and Field

You'll have a chance to see some of the world's finest track and field athletes in action if you're in the San Diego or Los Angeles area this month. The Inter-Service Track and Field Meet will be held on 14-15 June and the final American Olympic Trails will be held 29-30 June. Both events will be staged at the Los Angeles Coliseum.

The Navy's top track men have been assembled at NTC San Diego and will compete in the Inter-Service championships. The winners of first, second and third place in the Inter-Service will be invited to compete in the Olympic trials two weeks later.

Navy's chances of placing men on both the Inter-Service and Olympic teams appear to be better than good. Counted among the sea-service thin-clads are two of the nation's leading hurdlers, a national decathlon champ and many potentially great runners.

Leading Navy's efforts will be 1952 Olympian LTJG Jack Davis, USNR, and Milton C. Campbell, SA, USN, 1952 National AAU decathlon champion and 1955 AAU and NCAA high hurdles champion.

In the sprints, Fred Lucas, SN, USN, 1954 Inter-Service champ, has posted a 9.6 mark in the century and a 20.7 in the 220-yard dash. Ed Walter, SA, USN, has been close on the heels of Lucas with a 9.7 mark in the 100-yard dash and 21.1 in the 220. Campbell has run the 220 in 21.4.

Lionel Daniels, SA, USN, has shown well in the low hurdles, with his best time 23.2 in the 220-yard low hurdles. Fred Miller, MUSN, USN, has been timed in 24.8 in this event and should improve by tournament time.

Dick Foerster, SN, USN, has posted a 1:51.0 in the 880-yard run and Stephen Murphy has a 1:52.4 time in that event. In the long distance running, Joe Tyler, SN, USN, is given a good chance to place. Tyler's best time in the two-mile run is a respectable 9:12 while his time in the 5000 meter run is 14:57.0. In the high jumping department, LTJG Barney Dyer, USNR, must be reckoned with. His best jump to date has cleared 6 feet 8½ inches.

Stan Winters, Athletic Director at the Naval Training Center, San Diego, has been appointed as coach for the Navy track and field squad.

In case you haven't obtained your ticket yet and don't know where to find one, check with the 11th ND Special Services Office.

SIDELINE STRATEGY

BOXING HELD THE NAVY SPORTS spotlight when the All-Navy boxing championships were staged in Newport, R. I. Naturally, a majority of the fight followers in the Navy weren't able to attend. If you're one of the ones who missed out, you'll probably have a chance to see the bouts anyway, if you're overseas or serving aboard ship. The Navy is distributing on the Fleet circuit a film of the championship fights, and ships or overseas stations will have a chance to book these films.

★ ★ ★

Destroyer sailors from the Atlantic Fleet certainly displayed their strong right hands as six DesLant fighters won All-Navy championships this year. Last year's winning Atlantic Fleet boxing squad was bulwarked by the DesLant team. Ronnie Andrews, Tabby Lee, Bob Nichols, Roy Louson, Frank Keating and Duhart Baily will all tell you that much of the credit for their championships belong to trainer "Murphy" Griffiths, SD1, USN, and Al Gibbs, FPC, USN.

Roy Louson, SN, USN, of the destroyer tender *Sierra* (AD 18) was the only champion from last year to retain his title. Heavyweight Louson scored a TKO in the third round over Louis Jones of the 11th Naval District.

★ ★ ★

The only "repeater" in Navy bowling this year was Norm Nicholson, SO1, USN, now serving in *uss Bache* (DDE 470). Last year, Nick was a

member of the All-Navy team that won the Inter-Service ten-pin title. This year, Nicholson had a 1017 total pinfall for five games to win the All-Navy Eastern singles championship. Later he teamed with PFC Frank S. Ronallo, USMC, of *uss Intrepid* (CVA 11) to win this year's All-Navy Eastern doubles title.

★ ★ ★

It was with a bit of sadness that we read a news release recently about the Packers from the Pearl Harbor Submarine Base. For the first time in many a season, the Pacific Submarine sailors will not field a baseball team. Old timers will have to dig far back in their memory files to remember the year SubPac last failed to field a team.

One of the oldest, if not the oldest, of service teams in the Hawaiian Islands, SubPac could always be counted on in previous years to put a pennant contender on the field. SubPac's was always "the game of the day" no matter whom they played.

In the final analysis, SubPac didn't lose a team; only the sponsorship of a team. The people who lost the team were the loyal SubPac fans. But there weren't enough of these loyal fans. It was felt that the money needed to support a ball club was not justified from the spectator participation angle. Working on the basis of "the best for the most," emphasis this year will be on intramural softball and baseball.

—Rudy C. Garcia, JOC, USN.



1956 Voting Information on Primary and

STATE	** MINIMUM AGE	** MINIMUM RESIDENCE REQUIREMENTS	** OTHER REQUIREMENTS	* MUST SERVICEMAN REGISTER BEFORE VOTING?	** IS REGISTRATION PERMANENT?	* IS REGISTRATION PERMITTED BY MAIL?	* HOW DOES SERVICEMAN BECOME REGISTERED?	** WHO MAY VOTE BY ABSENTEE BALLOT?
ALABAMA	21	2 yrs. in S; 1 yr. in C; 3 mos. in P	RV; pay FT, except AFP; read & write U.S. Constitution in English	YES	YES	NO	In person only at office of Board of Registrars on the first and third Monday of each month	AFP, wives & hospital vets
ARIZONA	21	1 yr. in S; 30 days in C; 30 days in P	RV; read U.S. Constitution; write name	YES	YES SEE NOTE 1	YES	Request affidavit of registration from C Recorder any time prior to 4 mos. before Primary E or 4th Monday before General E.	All persons
ARKANSAS	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay FT, except AFP	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN ARKANSAS				All persons
CALIFORNIA	21	1 yr. in S; 90 days in C; 54 days in P	RV	NO	YES SEE NOTE 1	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
COLORADO	21	1 yr. in S; 90 days in C; 15 days in P	RV	YES	YES SEE NOTE 1	YES	Request "Application to Register by Mail" from C Clerk. Recommended request for form be made at least 90 days before E.	All persons
CONNECTICUT	21	1 yr. in S; 6 mos. in Town or City	RV; read State Constitution in English	YES	YES SEE NOTE 1	YES	Request registration form from Town, Borough, or City Clerk at any time prior to E.	All persons
DELAWARE	21	1 yr. in S; 3 mos. in C; 30 days in P	RV; read State Constitution in English; write name	NO	NO	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
FLORIDA	21	1 yr. in S; 6 mos. in C	RV	YES	YES in some C	NO	Re-registration permitted by mail. Registration must be made in person at office of Supervisor of Registrations at any time prior to 30-day period before an E.	All persons
GEORGIA	18	1 yr. in S; 6 mos. in C	RV; read and write in English U.S. and State Constitutions	YES	YES SEE NOTE 1	YES	Apply to C Tax Collector for "Military Registration Card" at any time before an E.	All persons
IDAHO	21	6 mos. in S; 30 days in C	RV; read & write English	NO	YES SEE NOTE 1	YES	Registration is automatic, when marked ballot is accepted by election officials	All persons
ILLINOIS	21	1 yr. in S; 90 days in C; 30 days in P	RV, except AFP	NO	YES SEE NOTE 1	Not required except in Municipal E.	Armed Forces personnel not required to register except in Municipal E.	All persons
INDIANA	21	6 mos. in S; 60 days in C; 30 days in P	RV	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
IOWA	21	6 mos. in S; 40 days in C; and, for Municipal or Special E, 10 days in P	RV in some cities	NO	VARIES SEE NOTE 2	YES	Registration is automatic when marked ballot and the executed affidavit on back of ballot envelope have been accepted by election officials	All persons
KANSAS	21	6 mos. in S; 30 days in Ward or T	RV in some cities except AFP, MM, CC, & Ds in Primary & General E	NO	VARIES SEE NOTE 2	NOT REQUIRED	Armed Forces personnel not required to register	All persons
KENTUCKY	18	1 yr. in S; 6 mos. in C; 60 days in P	RV	NO	YES SEE NOTE 1	YES	Registration is automatic when application for absentee ballot has been accepted by election officials	All persons
LOUISIANA	21	2 yrs. in S; 1 yr. in Parish; 2 mos. in P	RV	YES	YES SEE NOTE 2	NO	Only in person, at place of Louisiana residence at any time prior to 30 days before an E.	AFP & wives
MAINE	21	6 mos. in S; 3 mos. in Town or C	RV; read & write English	NO	YES SEE NOTE 1	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
MARYLAND	21	1 yr. in S; 6 mos. in C or City	RV	NO	YES SEE NOTE 1	YES	Registration is automatic when executed affidavit on back of ballot envelope of returned ballot has been accepted by election officials	AFP, MM, & CC
MASSACHUSETTS	21	1 yr. in S; 6 mos. in City or Town	RV; read State Constitution; write English	NO	YES	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
MICHIGAN	21	6 mos. in S; 30 days in City or T	RV	YES	YES SEE NOTE 1	YES	Request "Duplicate Registration Cards" from City, T, or Village Clerk and return them prior to 30th day preceding E.	All persons
MINNESOTA	21	6 mos. in S; 30 days in E District	RV in certain Cities	YES	YES SEE NOTE 2	YES	Request "Registration Application" form from City Clerk or Commissioner of Registrations prior to 20-day period preceding an E.	AFP, MM, CC & Ds (all others in U.S.)
MISSISSIPPI	21	2 yrs. in S; 1 yr. in E District	RV; pay FT except AFP also U.S. & State Constitutions; read and write State Constitution	NO	YES	YES	Request "Registration Form" from City or C Registrar when applying for absentee ballot	All persons
MISSOURI	21	1 yr. in S; 60 days in C, City or T	RV in cities over 10,000, except AFP	NO	YES SEE NOTE 2	NOT REQUIRED	Armed Forces personnel not required to register	All persons
MONTANA	21	1 yr. in S; 30 days in C, City, and T	RV	YES	YES SEE NOTE 1	YES	Apply to C, City, or T Clerk for "Registration Card" at any time and return it prior to 45-day period before E.	AFP, MM, & CC (all others in U.S. or Territories)
NEBRASKA	21	6 mos. in S; 40 days in C; 10 days in P	RV in cities over 1,000 pop.	NO	VARIES	YES	Request "Registration Forms" from C Clerk when applying for absentee ballot	All persons
NEVADA	21	6 mos. in S; 30 days in C; 10 days in P	RV	YES	YES SEE NOTE 1	YES	Upon receipt of request for absentee voter's ballot, unregistered AFP will be forwarded an "Affidavit of Registration" which must be returned in separate envelope to C Clerk.	All persons
NEW HAMPSHIRE	21	6 mos. in S; 6 mos. in P	Have name on "Voters' Check List"	NO	YES	YES	Name will be placed on check list automatically when application for ballot has been accepted by election officials	All persons
NEW JERSEY	21	1 yr. in S; 5 mos. in C	RV, except AFP	YES	YES SEE NOTE 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
NEW MEXICO	21	1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES SEE NOTE 1	YES	Request "Registration Affidavit" from C Clerk at any time and return it prior to 30th day before E.	No one
NEW YORK	21	1 yr. in S; 4 mos. in C; 30 days in P	RV, except AFP & Ds; citizenship for 90 days; proof of literacy except AFP	NO	NO, except in Nassau & Broome C	YES	Registration is automatic when an application for an absentee ballot has been accepted by election officials	All persons
NORTH CAROLINA	21	1 yr. in S; 10 days in P	RV; read & write State Constitution	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons
NORTH DAKOTA	21	1 yr. in S; 90 days in C; 30 days in P	RV except AFP & MM others local E only	NO	NO	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OHIO	21	1 yr. in S; 40 days in C; 40 days in P	RV in some C except AFP	NO	YES SEE NOTE 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OKLAHOMA	21	1 yr. in S; 6 mos. in C; 30 days in P	RV, except AFP, MM, CC & Ds	NO	YES SEE NOTE 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
OREGON	21	6 mos. in S	RV; read & write English	NO	YES SEE NOTE 1	YES	Registration is automatic when properly executed oath on return envelope forwarded with absentee ballot, is accepted by election officials	All persons
PENNSYLVANIA	21	1 yr. in S; 2 mos. in P	RV, except AFP	NO	YES SEE NOTE 1	NOT REQUIRED	Armed Forces personnel not required to register	AFP, hospital or bedridden vets
RHODE ISLAND	21	1 yr. in S; 6 mos. in Town or City	RV, except AFP, MM, CC, & Ds	NO	YES SEE NOTE 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
SOUTH CAROLINA	21	2 yrs. in S; 1 yr. in C; 4 mos. in P	RV; read & write State Constitution, or own \$300 in property	YES	YES for 18 years	YES	Request registration card from Board of Registrations; executed application must be received back not later than 30 days before E.	AFP, MM, & CC
SOUTH DAKOTA	21	5 yrs. in U.S.; 1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES SEE NOTE 1	YES	Request "Registration Affidavit" form from C Auditor; executed application must be received back not later than 20 days before E.	All persons

ABBREVIATIONS USED IN CHART

AFP Armed Forces Personnel, Military personnel serving in the Army, Navy, Air Force, and Marine Corps. (Also member of the Coast Guard where the State law includes them as part of the Armed Forces.)
C County or Counties
CA Constitutional Amendment(s)
CC Certain Civilians. These civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel

Con Del Convention Delegate
Ds Dependents
Dem Democratic
E Election
F Federal
FPCA Federal Post Card Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally those employed for duty other than on the Great Lakes or Inland Waters.
P Precinct
Pres Pref Presidential Preference
PT Poll Tax
R Residence
Rep Republican

General Elections for the Armed Forces

** IS ABSENTEE VOTING PERMITTED IN:		1956 ELECTIONS		*	*	*	*	STATE
PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION	APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	
YES	YES	1 May—F, S, Con Del & Committeemen; Pres Prim 22 May—Runoff	6 Nov—F, S; CA	FPCA	40 days before E to C Register in Equity	21 days before E	Day of E	ALABAMA
YES	YES	11 Sep—F, S, L & Precinct Committeemen	6 Nov—F, S, & L	FPCA	30 days next preceding Saturday before E to C Recorder	30 days before E	6:00 P. M. day of E	ARIZONA
YES	YES	31 July—F, S, & L 14 Aug—Runoff	6 Nov—F, S, & L; CA	FPCA	60 days before E to C Clerk	15 days before Primary E (if in US) 20 days before Primary E (if outside US) 30 days before General E	6:30 P. M. day of E	ARKANSAS
YES	YES	5 June—F, S, & L Pres Primary	6 Nov—F, S, & L	FPCA	Any time before E to C Clerk	20 days before E	16 days after E SEE NOTE 3	CALIFORNIA
YES	YES	11 Sep—F, S, & L	6 Nov—F, S, & L	FPCA	90 days before E to C Clerk	30 days before E	5:00 P. M. day of E	COLORADO
NO	YES	Varies	6 Nov—F, S, & L	FPCA	2 months before E to T Clerk for T & State E; City Clerk for City E & Borough Clerk for Borough E	2 months before E	6:00 P. M. day before E	CONNECTICUT
NO	YES	25 Aug—F, S, & L	6 Nov—F, S, & L	FPCA	Any time to Department of E, C of R	60 days before General E	12:00 (noon) day of E	DELAWARE
YES	YES	8 May—F, S, & L 19 May—Runoff, Con Del Committeemen; Pres Primary	6 Nov—F, S, & L; CA; RQ	FPCA	Any time except the 5 days preceding E to Sur, C of R	45 days before E	5:00 P. M. on day before E	FLORIDA
YES	YES	12 Sep—F & S	6 Nov—F & S	FPCA	Any time before E to C Registrar for Primary E and C Probate Judge for General E	As soon as printed	Day of E	GEORGIA
YES	YES	14 Aug—F & S	6 Nov—F & S; CA	FPCA	60 days before E to C Clerk	30 days before E	Day of E	IDAHO
YES	YES	10 Apr—F, S, L, Con Del & Committeemen; Pres Primary	6 Nov—F, S, & L; CA	FPCA	100 days before E to C Clerk	45 days before E	Day of E	ILLINOIS
YES	YES	8 May—F, S, L & Committeemen; Pres Prof	6 Nov—F, S, & L	FPCA	30 days prior to Primary E 60 days prior to General E to Clerk of Circuit Court	30 days prior to Primary E 60 days prior to General E	6:00 P. M. day of E	INDIANA
YES	YES	4 June—F, S, & L	6 Nov—F, S, & L; RQ	FPCA	Any time to C Auditor	40 days before E	Last day prior to day of E	IOWA
YES	YES	7 Aug—F, S, L & Committeemen	6 Nov—F, S, & L; CA	FPCA	120 days prior to Primary E 45 days prior to General E to Secretary of State	21 days prior to Primary E 25 days prior to General E	1:00 P. M. day before E	KANSAS
YES	YES	23 May—F	6 Nov—F	FPCA	Any time except 10 days before E to C Court Clerk	As soon as available	Day of E	KENTUCKY
YES	YES	11 Feb—F & S 11 Jul—F & S 4 Sept—F & S	17 Apr—S; CA 6 Nov—F & S	FPCA	Any time to Clerk of Parish Court	30 days before E	Day of E	LOUISIANA
YES	YES	18 June—F, S, & L	10 Sep—F, S, & L; RQ 6 Nov—F	FPCA	Any time to Town or City Clerk	30 days prior to Primary & State E 45 days prior to Presidential E	Day of E	MAINE
YES	YES	7 May—F & S Pres Prof	6 Nov—F & S; CA	FPCA	Any time before E to Sec. of State, Annapolis, Md.	55 days before E	Day of E	MARYLAND
NO	YES	24 Apr—Con Del & Committeemen; Pres Prim 18 Sep—F, S, & L	6 Nov—F, S, & L	FPCA	Any time to City or Town Clerk	In time to vote and return ballot	Day of E	MASSACHUSETTS
YES	YES	7 Aug—F, S, & L	6 Nov—F, S, & L	FPCA	75 days before E to City or Ts Clerk	45 days before E	Day of E	MICHIGAN
YES	YES	20 Mar—Con Del; Pres Prof 11 Sep—F, S, & L	6 Nov—F, S, & L; CA	FPCA	45 days before E to C Auditor	As soon as available	Day of E	MINNESOTA
YES	YES	25 Aug—F & S 18 Sep—Runoff	6 Nov—F & S	FPCA	60 days before E to City or C Registrar	60 days before Primary E 30 days before General E	Day of E	MISSISSIPPI
YES	YES	7 Aug—F, S, & L	6 Nov—F, S, & L; CA	FPCA	Any time to Clerk of C Court	60 days before E	6:00 P. M. day after E	MISSOURI
YES	YES	5 Jan—F, S, & L Pres Prof	6 Nov—F, S, & L; CA	FPCA	45 days prior to E to C, City or T Clerk	30 days before E	Day of E	MONTANA
YES	YES	15 May—F, S, & Con Del; Pres Prof	6 Nov—F & S; CA	FPCA	90 days before E to C Clerk (E Commissioner in Douglas & Lancaster C)	15 days before E	10:00 A. M.—2d Thursday after E SEE NOTE 4	NEBRASKA
YES	YES	4 Sep—F, S, & L	6 Nov—F, S, & L; CA; RQ	FPCA	90 days before E to C Clerk	As soon as printed	Day of E	NEVADA
NO	YES	13 Mar—Pres Primary & Constitutional Con E; Con Del 11 Sep—F, S, & L	6 Nov—F, S, & L	FPCA	Any time to Sec. of State, Concord, N. H.	20 days before E	Day of E	NEW HAMPSHIRE
YES	YES	17 Apr—F, L, & Con Del; Pres Prof	6 Nov—F & L	FPCA	Any time to C Clerk	24 days before E	Day of E	NEW JERSEY
NO	NO	8 May—F, S, & L	3 Apr—L, Municipal E 6 Nov—F, S, & L	NO ABSENTEE VOTING PERMITTED IN THE STATE OF NEW MEXICO BY ANYONE				NEW MEXICO
NO	YES	5 Jun—F, S, L, Con Del & Committeemen Pres Primary	6 Nov—F, S, & L	FPCA	Any time to Sec. of State, Albany 1, N. Y.	40 days before General E	12:00 (noon) day before E	NEW YORK
YES for APF & wives MM, & CC	YES	26 May—F & S 22 Jun—Runoff	6 Nov—F & S; CA	FPCA	Any time to Chairman, C Board of Elections	60 days before E	3:00 P. M. day of E	NORTH CAROLINA
YES	YES	26 Jun—F, S, & L; CA; RQ	6 Nov—F, S, & L; RQ	FPCA	30 days before E to C Auditor	21 days before E	20 days after E	NORTH DAKOTA
YES	YES	8 May—F, S, L, Con Del & Committeemen Pres Primary	6 Nov—F, S, & L; CA	FPCA	1 Jan to Clerk, C Board of Elections	60 days before E	12:00 (noon) day of E	OHIO
YES	YES	3 Jul—F & S; RQ 24 Jul—Runoff	6 Nov—F & S	FPCA	Any time to Sec. of State, Okla. City, Okla.	As soon as available	7:00 P. M. day of E	OKLAHOMA
YES	YES	18 May—F, S, L, Con Del & Committeemen Pres Prof	6 Nov—F, S, & L; CA; RQ	FPCA	60 days before E to C, City or T Clerk	60 days before E	5 days before day of E	OREGON
YES	YES	24 Apr—F, S, Con Del & Committeemen Pres Prof	6 Nov—F & S	FPCA	Any time to Sec. of State, Harrisburg, Pa., or to C Board of E, C of R	At least 25 days before E	10:00 A. M. 2d Friday	PENNSYLVANIA
NO	YES	17 Sep (Gen)—F, S, L, & Con Del (Gen)—F, S, L, & Con Del	6 Nov—F, S, & L; RQ	FPCA	Any time to Sec. of State, Providence, R. I.	About 20 days before E	Dec 4 SEE NOTE 3	RHODE ISLAND
YES	YES	12 Jan—F	6 Nov—F	FPCA	Any time to Board of Registration, C of R for General E & to Party County Chairman for Primary E	As soon as available	Day of E	SOUTH CAROLINA
YES	YES	5 Jun—F, S, L, Con Del & Committeemen Pres Primary	6 Nov—F, S, & L; CA	FPCA	Any time to C Auditor	At least 20 days before Primary E At least 70 days before General E	Day of E	SOUTH DAKOTA

RQ Referendum Question
RV Registered Voter
S State
SuR Supervisor of Registration
T Town
Ts Township

* Information applies PRIMARILY TO APF; in some cases it may also apply to others.

** Information applies to ALL PERSONS.

NOTES

1 If person votes with prescribed regularity

2 In certain cities and/or counties

3 Ballot must be voted and/or postmarked not later than day of E

4 Marked ballot envelope must be postmarked not later than midnight of day before E

STATE	** MINIMUM AGE	** MINIMUM RESIDENCE REQUIREMENTS	** OTHER REQUIREMENTS	* MUST SERVICEMAN REGISTER BEFORE VOTING?	** IS REGISTRATION PERMANENT?	* IS REGISTRATION PERMITTED BY MAIL?	* HOW DOES SERVICEMAN BECOME REGISTERED?	** WHO MAY VOTE BY ABSENTEE BALLOT?
TENNESSEE	21	1 yr. in S; 3 mos. in C	RV	NO	YES SEE NOTE 1	YES	Registration is automatic when an absentee Armed Forces ballot is voted	All persons
TEXAS	21	1 yr. in S; 6 mos. in C	Pay PT	THERE ARE NO REGISTRATION REQUIREMENTS FOR ANYONE IN TEXAS				All persons
UTAH	21	1 yr. in S; 4 mos. in C; 60 days in P	RV	NO	YES SEE NOTE 1	YES	Registration is automatic when executed affidavit on back of ballot envelope has been accepted by election officials	All persons
VERMONT	21	1 yr. in S	Have name on "check list" of voters	YES	YES	YES	Request documents for taking Freeman's Oath from City or T Clerk at any time. Name will be placed on "check list" when executed oath has been accepted by Board of Selectmen	All persons
VIRGINIA	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP; RV, except AFP	NO	YES	NOT REQUIRED	Armed Forces personnel not required to register	All persons
WASHINGTON	21	1 yr. in S; 90 days in C; 30 days in P	RV; read & speak English	NO	YES SEE NOTE 1	YES	Registration is automatic when executed registration certificate which accompanies ballot has been accepted by election officials	All persons
WEST VIRGINIA	21	1 yr. in S; 60 days in C; 60 days in P	RV	YES	YES SEE NOTE 1	YES	Request "Temporary Registration" form from Clerk of C Court at any time; executed form must be received back not later than 10 days before E	All persons
WISCONSIN	21	1 yr. in S; 10 days in P	RV, except AFP MM, CC, & De	NO	YES SEE NOTE 1	NOT REQUIRED	Armed Forces personnel not required to register	All persons
WYOMING	21	1 yr. in S; 60 days in C; 10 days in P	RV; read State Constitution	NO	YES SEE NOTE 1	YES	Registration is automatic for voting in General Election when executed affidavit on back of absentee ballot envelope has been accepted by election officials	AFP, MM, & CC (all others if in U. S. or Territories)
ALASKA	21	1 yr. in Territory; 30 days in P	RV in certain municipal E; read U. S. Constitution, write English	YES for certain municipal E	NO	NO	Apply in person at seat of local government	All persons
GUAM	18	2 yrs. in Territory	RV	NO	YES	YES	Registration is automatic when properly executed affidavit on absentee ballot has been accepted by election officials	All persons
HAWAII	21	1 yr. in Territory; 3 mos. in Representative Dist.	RV, read, write English or Hawaiian	YES	YES SEE NOTE 1	YES	Request "Affidavit on Application for Registration" from C Clerk, executed application must be received back not later than 5th Friday before Primary E or 4th Wednesday before General E	All persons
PUERTO RICO	21	1 yr. in Territory	RV	YES	YES	NO	Apply in person to local Board of Elections	No one
VIRGIN ISLANDS	21	1 yr. in Territory	RV read & write	YES	YES	NO	Apply in person to local Registration Board	No one

ABBREVIATIONS USED IN CHART

AFP Armed Forces Personnel; Military personnel serving in the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)
C County or Counties
CA Constitutional Amendment(s)
CC Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.

Con Del Convention Delegate
Ds Dependents
Dem Democratic
E Election
F Federal
FPCA Federal Post Card Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.
P Precinct
Pres Pref Presidential Preference
PT Poll Tax
R Residence
Rep Republican

BEFORE YOU CAN REGISTER OR VOTE YOU MUST BE ELIGIBLE UNDER THE LAWS OF YOUR HOME STATE

MANY THOUSANDS OF NAVYMEN and women will be able to exercise their voting privileges in this year's presidential election. Like most of the other members of the armed forces, a majority of the ballots cast by Navy voters will be of the absentee variety.

Many Navymen this year will be given the opportunity to cast an absentee ballot for the first time in their lives. This is due largely to new legislation passed by the 84th Congress, new laws and administrative practices put into effect by a number of states, and preparatory work by the Department of Defense.

A number of changes have been brought about and will be put into effect this year. These changes are:

- A permanent voting law (Public Law 296, 84th Congress, "The Federal Voting Assistance Act of 1955") effective in both peace and war, is now on the books.

- Regular Armed Forces personnel from Texas will be permitted to vote (however, to be eligible, personnel from Texas must have paid the state poll tax by 31 Jan 1956.)

- The Territory of Hawaii will permit servicemen to vote by ab-

sentee ballot. This brings a total of 47 states (all except New Mexico) and two territories (Alaska and Hawaii) which permit absentee voting.

- Minnesota will permit dependents who are overseas to vote by absentee ballot.

- Florida will accept the Federal Post Card Application for an absentee ballot from servicemen.

- The following 10 states have now been added to those that will accept the Federal Post Card Application from dependents: California, Connecticut, Florida, Iowa, Minnesota, Nevada, New Hampshire, Rhode Island, Vermont and Maine. (If the Federal Post Card Application is not properly filled in with minimum abbreviations and the oath administered you may lose your opportunity to vote.)

- All Federal absentee voting activities have been consolidated into a single agency—The Federal Voting Assistance Program—in the Department of Defense.

In order to help you in voting, ALL HANDS has published above the state-by-state (including territories) voting information chart. This chart,

SEE YOUR VOTING OFFICER OR COMMANDING OFFICER FOR ADDITIONAL INFORMATION

which is also available for inspection at all ships and stations, is entitled "1956 Voting Information" (NavPers 15849B). The chart has been distributed to all naval activities and applies primarily to members of the armed forces. In some instances, however, it also applies to dependents and other individuals.

The most important piece of advice to any Navyman wanting to vote, says the Navy's Federal Voting Assistance Officer, is to tell him to check with the officer in his command who has been appointed "Voting Officer."

Here are a few important facts about your eligibility and the laws concerning your voting privileges:

If you are a legal resident of the District of Columbia, you have no voting privileges. Also, if your legal residence is in New Mexico, you can vote only if you are there, since that state does not permit absentee balloting. Puerto Rico and the Virgin Islands also prohibit absentee voting.

Before you can register and vote, you must meet the eligibility requirements of your home state. Check the above chart and then check with your command Voting Officer.

** IS ABSENTEE VOTING PERMITTED IN:		1956 ELECTIONS		*	*	*	*	STATE
PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION	APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	
YES	YES	2 Aug—F, S, & Committeesmen	6 Nov—F & S	FPCA	Any time prior to 19 Oct General E (U. S.); Any time prior to 1 Sept General E (Overseas) to E Comm, C of R	At least as early as 15 Oct for General E (U. S.); At least as early as 10 Sept for General E (Overseas)	Day of E	TENNESSEE
YES	YES	28 Jul—F, S, & L 25 Aug—Runoff L—Elected	6 Nov—F & S; CA	FPCA	Any time to C Clerk	As soon as available	1:00 P. M. day of E. Ballot must be voted between 20th and 24 day prior to E	TEXAS
YES	YES	11 Sep—F & S	6 Nov—F & S	FPCA	30 days before election to C Clerk	As soon as printed	Day of E	UTAH
YES	YES	11 Sep—F, S, & L	6 Nov—F, S, & L	FPCA	Any time to T Clerk	30 days before E	Day of E	VERMONT
YES	YES	10 Jul—F	6 Nov—F; CA	FPCA	At any time to Secretary of State, Richmond, Va.	90 days before E (Overseas) 60 days before E (U. S.)	Day of E	VIRGINIA
YES	YES	11 Sep—F, S, & L	6 Nov—F, S, & L; CA	FPCA	1 July to Sec of State, Olympia, Wash.	25 days before E	13 days after Primary E 15 days after General E SEE NOTE 3	WASHINGTON
YES	YES	8 May—F, S, L, Con Del & Committeesmen Pres Primary	6 Nov—F, S, & L; CA	FPCA	Any time to Clerk of Circuit Court, C of R	70 days before E	Day of E	WEST VIRGINIA
YES	YES	3 Apr—S, L, & Con Del; CA; Pres Primary 11 Sep—F, S, & L	6 Nov—F, S, & L	FPCA	60 days before E to U. S. (City, Town or Village Clerk (Board of E Commissioners in Milwaukee)	About 21 days before E	Day of E	WISCONSIN
YES	YES	21 Aug—F & S	6 Nov—F & S; CA	FPCA	Any time to C, City or T Clerk	As soon as printed	Day of E	WYOMING
YES	YES	24 Apr—Territorial (Delegate to Congress)	9 Oct—Territorial; RQ (Delegate to Congress)	FPCA	90 days prior to E to any Commissioner, District of R	90 days before E	Ballot must be postmarked not later than day of E	ALASKA
YES	YES	NONE	6 Nov—Territorial & L	FPCA	60 days before E to E Commissioners of Guam	As soon as printed	Day of E	GUAM
YES	YES	6 Oct—Territorial & L (Delegate to Congress)	6 Nov—Territorial & L (Delegate to Congress)	FPCA	20 days before E to C Clerk	As soon as available	Day of E	HAWAII
NO	NO	NONE	6 Nov—Insular & L (Resident Commissioner to U. S.)		NO ABSENTEE VOTING IS PERMITTED IN PUERTO RICO BY ANYONE			PUERTO RICO
NO	NO	NONE	6 Nov—Territorial		NO ABSENTEE VOTING IS PERMITTED IN THE VIRGIN ISLANDS BY ANYONE			VIRGIN ISLANDS

RQ Referendum Question
RV Registered Voter
S State
SuR Supervisor of Registration
T Town
Ts Township

* Information applies PRIMARILY TO AFP; in some cases it may also apply to others.

** Information applies to ALL PERSONS.

NOTES
1 If person votes with prescribed regularity
2 In certain cities and/or counties
3 Ballot must be voted and/or postmarked not later than day of E
4 Marked ballot envelope must be postmarked not later than midnight of day before E

MAKE ALL NECESSARY APPLICATIONS AS EARLY AS YOUR STATE WILL PERMIT

APPLICATIONS FOR REGISTRATION OR ABSENTEE BALLOTS MUST BE MADE ON APPROVED FORMS

Age

All states except Georgia and Kentucky require that a person be 21 years of age in order to vote in a general election. In both Georgia and Kentucky, however, 18-year-olds can vote.

Two states, North Carolina and Indiana, allow a person to vote in the primary elections if he or she is 21 years of age by the date of the general election. A primary election is one in which members of specific political parties vote to choose their party's candidate.

Residency

Every state and territory require a minimum period of residency as a prerequisite to voting. These requirements vary from state to state. In some states, six months' residency is all that is needed. In others, one must be a state resident for one or two years.

South Dakota, for example, requires its voters to be a resident of the U. S. for five years, a state resident for one year, a county resident for 90 days and a resident of the precinct for 30 days.

Usually, the state, city, or county (or township or parish) in which

you lived before entering the Navy is considered to be your legal residence for voting purposes—unless you have changed your legal residence while in the Navy.

Most states provide that time spent in the Navy may be included in the total residence requirement. For example, if the minimum residency requirement is two years and a person lived in that state one year and then in the Navy for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person shall have met the residency requirement before entering the armed forces in order to qualify for voting by absentee ballot. If you have any doubt about the requirements of your state, you should contact your Voting Officer. And even if you think that you have all the facts down pat, consult your Voting Officer anyway; he might have a few tips for you that have been missed.

Registration and Application

Most states require a person to be registered before voting and most of them also permit absentee registration. A few states require registration to be completed before election day.

The procedures vary from state to state and it is a good idea to check with your local Voting Officer.

In some states where registration is required, it's accomplished automatically when the absentee ballot and the attached registration affidavit have been properly executed and returned to the appropriate official.

A few states require re-registration periodically. All states other than New Mexico will accept the Federal Post Card Application for ballot (known as the FPCA or Form 76) from persons desiring to vote. These post card applications are available to all personnel on active duty and their dependents. You may obtain them from your Voting Officer.

Be sure to make all necessary applications as early as your state will permit as the time element is most important. Check with your local Voting Officer for the details concerning the policies and procedures.

If you are a qualified voter, it is your privilege—and duty as a citizen—to cast your vote in every election.

Check with your local Voting Officer as soon as possible. He will also have information concerning the absentee voting privileges of your wife.

LETTERS TO THE EDITOR

Broken Service Reenlistment

SIR: When I reenlisted in the Navy in January 1956, I was only allowed an AN rate although I had previously been an AM3. Why couldn't I have my old rate back under BuPers Inst. 1001.21, although I was out over 90 days? My rate was open at the time I returned to active duty and I know some Regulars who did return to active duty with their old rates—and they were not in the Reserves either.—A. F. S., AN, USN.

• *You'd better check with your buddies again, because BuPers Inst. 1001.21 pertains only to members of the Naval Reserve who desire active duty.*

Since you were not in the Reserve, and reenlisted under broken service conditions, E-3 was the highest pay grade open to you at the time of reenlistment.

Hence, your advancement to AM3 can be accomplished only through successful participation in the service-wide examinations.—Ed.

Training for Lithographer

SIR: What are the qualifications a man has to have to attend a course of instruction at the Navy's Class "A" Printer's School?—D. C., SN, USN.

• *The rating of Printer (PI) is being converted to Lithographer (LI), and there is no Class A school for either of these ratings. The only course given is a conversion course which is conducted as on-the-job training at the DPPOs (District Printing and Publications Offices) at San Francisco, Calif., and Washington, D. C. Since the Lithographer (LI) rating is already over complemented, striking for this rating is not recommended.—Ed.*

Korean MOP

SIR: According to BuPers Notice 7220, the deadline for filing a claim for the Korean MOP bonus is 16 Jul 1956. I was first discharged in July 1951. At that time, I received the MOP for World War II. I shipped for six and was told that I would receive my Korean MOP at the end of my enlistment. But I've heard a number of conflicting stories since the BuPers notice was published. What's the straight dope?—J. G. R., TE2, USN.

• *If you received mustering-out payment under the MOP Act of 1944 at the time of your discharge in July 1951, you will be entitled to otherwise proper MOP under the MOP Act of 1952 at the time of discharge from the enlistment you entered into in July 1951.—Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel Navy Dept., Washington, 25, D. C.

Ordnance Safety

SIR: Around the recruiting station here, we've heard a lot of talk about whether a gun turret can be trained around far enough for it to fire into the superstructure of the ship on which the turret is mounted.

Some of the old salts say that such an accident is impossible; however, while I was on duty in Cuba during 1951, the number one mount of a destroyer there on training duty fired into the DD's own number two mount and superstructure.

Can such an incident be verified?—H. C. L., CDC, USN.

• *Such incidents certainly can be verified—and they are always the result of carelessness on someone's part. Some six-inch turrets and a great many smaller mounts can actually be trained and elevated so as to point directly at the ship's superstructure. Others, including some eight-inch and larger turrets can be pointed into the ship's bow or stern structure. This is why proper setting and checking of firing cut-out devices is all-important.*

In the incident you cite, however, the number one mount did not actually fire into either number two or the superstructure—it fired into the barrel of mount two. That case is recorded on page 73 of the BuOrd publication "Ordnance Safety Precautions" (OP. 1014). Here's what the manual says:

"On 1 Oct 1951, one 5-inch 38-caliber gun aboard a destroyer fired into another. As a result, six men were killed and 15 wounded.

"In the investigation that followed, the commanding officer and the gunnery officer stated that they were unaware that such an accident was possible . . . so no warnings or precautions dealing with this hazard had been posted."

So the gun captain had not been warned—but he also failed to use his sight port to observe the line of fire to insure that it was safe. "The gun of mount two, the mount hit, was trained and elevated to a 'ready' position. In this position, the gun barrel could be in the line of fire of mount one. Mount

two was not firing; it was not to fire until after mount one had completed its firing. For safety, therefore, mount two should have been held 'ready' at its normally secured position at zero degrees train. If it had been held 'ready,' no accident would have occurred.

"The cut-out cam is designed to prevent firing into fixed objects of the ship's structure. These include turrets, mounts, launchers, torpedo tubes, and cranes in their stowed position only. Personnel must see that such items do not endanger the line of fire."

"Ordnance Safety Precautions" also lists a number of other "line of fire" accidents caused by inattention to due safety precautions.—Ed.

It's a Matter of Degrees

SIR: I have a question about pages 168-169 of the *Navy Training Course for QM3 and 2*, NavPers 10149-A (1954). On the subject of determining reciprocals for bearings larger than 180° the book says:

"To find the reciprocal of 350°, add 180° to get 530. Then subtract 360° from 530 and get 170°, the reciprocal of 350°."

I'd like to know why you can't just subtract 180 from 350 in the first place, which gives you the same answer more directly. Is there some special reason for using the method prescribed?—C. E. M., QM2, USNR.

• *Yes, there is a reason. The writer of the course believed it was easier to remember just one rule for finding reciprocal bearings, so he said, always add 180. Then if your total runs over 360°, you simply convert it by subtracting 360°. Otherwise you would have to remember to add 180° to an angle less than 180° and to subtract 180° from an angle between 180 and 360°.*

Naturally, your method is just as correct, and you're perfectly free to use it if you want to take on the extra memory work it involves.—Ed.

KPUC for George H. MacKenzie

SIR: I would like to know whether whether *uss George K. MacKenzie* (DD 836) is entitled to the Korean Presidential Unit Citation for the period from August 1950 through February 1951.—R. J. G., SKI, USN.

• *uss George K. MacKenzie* (DD 836) is eligible for the Korean PUC for the following periods: 26 Jul 1950 to 30 Jan 1951, 16 Sep 1951 to 24 Apr 1952, 23 Dec 1952 to 4 Jul 1953.—Ed.

Famous Ship, Famous Name

SIR: How about publishing a picture of *USS Yorktown* (CVA 10) as she looks after her seven-month face-lifting at the Puget Sound Naval Shipyard? We're mighty proud of our appearance with the addition of a new angled flight deck and a hurricane bow—the new look in jet age flattops.—W. E., JO2, USN.

• You have a right to be proud of *Yorktown*. Her record in the jet age can be no more impressive, however, than has been the name *Yorktown*.

Your ship is the fourth vessel to bear that name. The first was a 16-gun sloop launched in 1839 and wrecked in a storm 6 Sep 1850 off the Isle of May during one of her missions. The second *Yorktown*, as *Gunboat No. 1*, was commissioned in 1889 and after various types of operations, served on convoy duty during World War I. She was placed out of commission in 1919.

The third ship and the first carrier to bear the name was *USS Yorktown* (CV 5), and she made it well remembered. She was launched on 4 Apr 1936 and was one of the first to strike back at the enemy after the attack on Pearl Harbor in 1941. Her planes were put into action late in January 1942, against the Gilbert and Marshall Islands, and during the battles of the Coral Sea and Midway. Still suffering from blows inflicted at Coral Sea, this gallant ship shot down 25 enemy bombers out of 30 sent against her at Midway. One bomb hit her boilers and three more direct hits on the ship caused her to list heavily. The crew was forced to abandon ship and a salvage party was placed aboard. All hope of saving *Yorktown* was dashed when a Japanese sub scored two torpedo hits amidships. She went down on 7 Jun 1942.

Her successor, *USS Yorktown* (CVA 10), was eager to get to the Pacific to avenge the heroic ship whose name she bears. At her launching ceremonies on 21 Jan 1943, she slid down the ways seven minutes ahead of schedule and nearly missed the bottle-breaking.

Her first mission was a raid on Marcus Island, held by strong Japanese forces. In a pre-dawn attack, *Yorktown's* aircraft smashed the island's installations inflicting heavy damage with bombing and strafing runs. She earned her first star on the Asiatic-Pacific Area Service Medal for her raid on Marcus and her next engagement at Wake Island.

Ten more stars were earned by *Yorktown* in the Pacific. Here are some of the operations for which she received a star: Gilbert Islands, 19 Nov to 4 Dec 1943; Marshall Islands, 29 Jan to 8 Feb 1944; Marianas, 24 Jun to 27 Jul 1944; Luzon, 6 to 22 Jan 1945; Iwo Jima, 15 Feb to 1 Mar 1945; and Okinawa Gunto, 17 Mar to 11 Jun 1945.



USS YORKTOWN (CVA 10) heads to sea sporting new deck and bow for check out after conversion.

After the signing of the peace with Japan, *Yorktown* engaged in carrying food, medical supplies and clothing to Allied prisoners-of-war in camps on the Japanese mainland. In her next operation she acted as transport for more than ten thousand servicemen, bringing them home in three voyages.

Her total steaming since commissioning has exceeded a quarter of a million miles. Now she is underway again. On 15 Oct 1955, *Yorktown* returned to the Fleet.—Ed.

Yorktown, One of Four, Started out as Bonnie Dick

SIR: I am currently serving in *USS Yorktown* (CVA 10), so I'm very much interested in her history. It has been brought to my attention that this ship was originally *USS Bon Homme Richard* (CVA 31), but I have been unable to find adequate information on this. I would appreciate any info you can dig up for me.

—M. K. J., PH3, USN.

• Here's the information concerning your present "home"—the fourth *Yorktown*—and her name change: The hull numbered CV 10 (Now CVA 10) was laid down in December 1941 at Newport News and the name tentatively chosen for her was *Bon Homme Richard*. However, after the loss of CV 5 the name *Yorktown* was reassigned to CV 10, while *Bon Homme Richard* went back into the Navy's "stockpile" of ship names. Eventually it was as-

Residence in a Foreign Country

SIR: Can a person, upon transfer to the Fleet Reserve, ask for permission to reside in a foreign country (Japan, for example) and then receive space available government transportation for himself, his dependents and household effects to that place?

If he is entitled to such transportation, what is the authority and to what command level should he make application?—H. J. W., YNC, USN.

• The answer is yes, and here is the procedure to follow: upon transfer to the Fleet Reserve and release from active duty, you select the place you desire as your home under the provisions of Para. 1150-3, "Joint Travel Regulations." Permission to reside outside the U. S. or its possessions must be obtained from the Chief of Naval Personnel under the provisions of Article C-1330 of "BuPers Manual."

If permission is granted, transportation for you and your dependents will be authorized at government expense. Government transportation will be provided for all or part of the travel outside the U. S., if available; otherwise commercial transportation will be used. Furthermore, if permission to reside outside the U. S. or its possessions is granted, your retainer pay checks will be mailed to you.

In regard to the shipment of household effects, "Joint Travel Regulations" provides that, upon transfer to the Fleet Reserve, shipment of household goods from the last or any previous duty station or place of storage to your home is authorized. The term "home" means the place which you select as your home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for your travel. In your case "home" would mean Japan and your household goods would be shipped there for you.—Ed.

signed to CV hull number 31 (laid down at the New York Naval Shipyard 1 Feb 1943). Note that the change in name did not affect the numbers assigned to the hulls, so your statement that the ship was "originally *USS Bon Homme Richard* (CVA 31)" is incorrect; she was originally *USS Bon Homme Richard* (CVA 10), although never actually commissioned with that name.

We don't know the specific reason behind this particular change of name, but we do know that during World War II the Navy Department was frequently urged to name a ship this or that or the other—usually in connection with War Bond drives, Navy Day celebrations or similar occasions. At any rate, CV 10 had her name changed on 26 Sep 1942 by order of the Secretary of the Navy.—Ed.



USS SAN BERNARDINO COUNTY (LST 1110) battles heavy ice as she waits for help from an icebreaker at Point Barrow while on DEW Line supply mission.

Ice-Bound

SIR: The January issue of ALL HANDS shows a picture on page 57 of USCGC *Bittersweet* (WAGL 389) on her way to assist an LST during Operation DEW-Line. Your caption erroneously identifies the LST as *uss San Bernardino County* (LST 1110); actually it is USNS *T-LST 1072*.

San Bernardino County did take part in the operation and we were beset in heavy ice in much the same manner as *T-LST 1072*. During a 45-hour period we were firmly stuck in the ice at Point Barrow until aided by *Bittersweet* on 12 Sep 1955. For those who have never had the experience of being icebound, we might say that it's an uncomfortable situation.—O. E. R., LTJG, USNR.

• *Thanks for setting us straight. Thanks, too, for the picture of "San Berdoo" in a similar position.*—Ed.

Gold Service Stripes

SIR: If one day is lost due to a break between enlistments during the first 12 years of service, is a man disqualified from wearing gold lace service stripes? There is some question at this command as to whether the 12 years' continuous service must be day-for-day, or if a break between enlistments of less than 90 days would not disqualify a man, requiring him to serve 12 continuous years after the break in service.—J. J. A., YNC, USN.

• *No, you are not disqualified. If you reenlist within three months of your discharge date, you are considered "under continuous service," according to Article C-1403(4) of "BuPers Manual." Therefore, if you are in all other respects eligible for gold service stripes, you may wear them if you have less than 90 days' break in service between enlistments.*—Ed.

Senior Medical Student Program

SIR: In September I expect to return to school to complete my medical training and I've been told that it is possible to get aid on the expense in return for active duty with the Navy's Medical Corps after I've completed school. If such a program exists, can you give me the details?—B. R. G., Ex-HM2, USNR.

• *The program you've heard about is probably the one known as the "Ensign, 1995 Senior Medical Student Program," which is open to qualified students enrolled in medical schools accredited by the Council on Medical Education and Hospitals of the American Medical Association.*

Applications for the program are accepted at all Offices of Naval Officer Procurement from third year medical students for enrollment on active duty while in attendance during their ensuing academic year. To be eligible for participation, the applicant must be an Ensign, 1995 (Medical) U. S. Naval Reserve or agree to accept such an appointment if selected. A board convened in the Bureau of Medicine and Surgery selects the candidates for participation in this program.

While in attendance and on active duty, the student ensign receives the full pay and allowances of his rank. No money is paid directly for registration fees, tuition, cost of books, etc.

Individuals entering into this program are required to accept a Regular Navy commission upon completion of medical school and internship and serve on active duty, at the discretion of the Secretary of the Navy, for a minimum period of three years, excluding the period served as a senior medical student and in an internship. Thus, the medical student who has 24 months' obligated military service to perform will be afforded an excellent opportunity to discharge this obligation and serve an additional year in return for participation in the program.—Ed.

Nests of Ships

In the May 1955 issue of ALL HANDS, the picture on the inside front cover showed *uss Cascade* (AD 16) with seven ships moored alongside. We thought it to be a rather unusual photo and so the published picture carried the simple question, "Can You Top This?" We forgot about the question until the letters started rolling in.

It seems that many could "Top This," and proceeded to say so. In the November 1955 issue, we published letters and photos which showed *uss Laertes* (AR 20) with 10 ships alongside and *uss Nereus* (AS 17) brooding nine submarines and a sub rescue vessel.

And that wasn't the end. Further emphatic letters required ALL HANDS to acknowledge, in the January 1956 issue, various other claims in which *uss Kana-wha* (AO 1) really did top all (for a time) with 13 DDs alongside. However, this was back in 1921, so we cited *uss Proteus* (AS 19) for what we thought would be the modern record of 12 subs alongside.

The writers of those letters quoted below obviously hadn't seen the January issue when they took pen in hand. This is what some of them have to say:

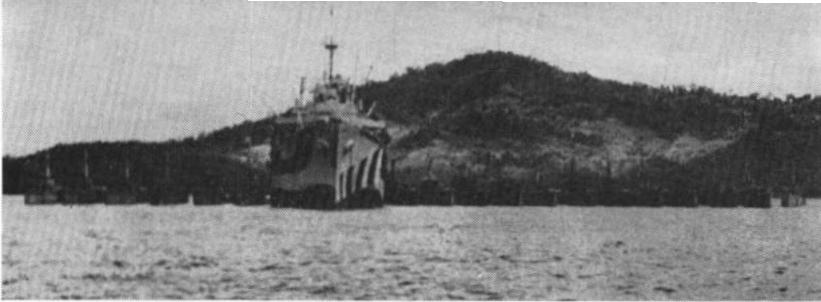
SIR: Although you already have published two pictures, namely, *uss Laertes* (AR 20) and *Nereus* (AS 17) with "alongsiders" for a tied record, I consider this view of the CruDesPac destroyer tender *uss Piedmont* (AD 17), recently taken at Sasebo, Japan, as tops of them all, at least tonnage-wise. Here is a brood of 10 (eight destroyers and two escort vessels).

From left to right the ships are *uss Leonard F. Mason* (DD 852), *Henderson* (DD 785), *George K. MacKenzie* (DD 836), *Henry W. Tucker* (DDR 875), *Rupertus* (DD 851), *Piedmont* (AD 17), *Rowan* (DD 782), *Gurke* (DD 783), *LeRay Wilson* (DE 414) *Douglas A. Munro* (DE 422) and

High School GED Test

SIR: What "grade completed" should a man indicate on shipping articles and other official papers if he has passed the High School GED test but does not have a high school diploma? Should he indicate 12 years completed on the basis of the GED test or should he give the actual number of years completed? Also, how many years completed would be indicated by an individual who has passed the college 2CX test?—R.V.H., YNCA, USN.

• *The applicants should indicate 12 years completed in the "grade completed" section of their shipping articles if they have completed the High School GED test, and 14 years if they have completed the 2CX test.*—Ed.



NEW CHAMP—USS *Howard W. Gilmore* (AS 16) holds record with 18.

Southerland (DDR 743).—E. E. J., JOC, USN.

• *Interestingly enough, Piedmont was also a claimant in the January issue, in which eight vessels were shown alongside. We repeat what we said then: "Thanks. A good try but other ships have topped you.—Ed.*

SIR: We of *uss Sperry* (AS 12) submit this picture showing 11 submarines alongside. From the port outboard sub they are: *uss Blenny* (SS 324, *Redfish* (SS 395) *Bluegill* (SSK 242), *Cusk* (SS 348), *Blackfin* (SS 322), *Pomodon* (SS 486), *Sterlet* (SS 392), *Stickle Back* (SS 415), *Aspro* (SS 309), *Spinax* (SSR 489). Please note that's 10 on the port side. The submarine mooring on the starboard side, visible near the stern, is *uss Pomfret* (SS 391). We claim this to be the record.—D. L. R., MEC, USN.

• *We might have thought so too, if your photo had arrived sooner. But read on.—Ed.*

SIR: I forward you this picture of the old *uss Melville* (AD 2) in Balboa, Canal Zone in 1939 with 13 destroyers alongside, which exceed by three the so-called "record."—W. H., BMC, USN.

We'll think twice before we ask any more questions. But read on.—Ed.

SIR: According to the January issue it seems that the modern Navy is in danger of not only losing the cigar to the old timers, but not even getting a part of it. I believe *uss Fulton* (AS 11) rates a position in the ships alongside argument.

The attached photo may help bolster the modern Navy's position. It shows *Fulton* moored fore and aft in Tanapag Harbor, Saipan, on 10 Nov 1944, with 13 subs alongside. From inside, starboard side they are: *uss Sea Cat* (SS 399), *Scabbardfish* (SS 397), *Pipefish* (SS 388), *Burrfish* (SS 312), *Besugo* (SS 321), *Saury* (SS 189), *Salmon* (SS 182). Portside, they are: *uss Ronquill* (SS 396), *Tambor* (SS 198), *Perch* (SS 176), *Pampanito* (SS 383), *Archer Fish* (SS 311), *Searaven* (SS 196). A supply barge is alongside the starboard bow partially obscuring *Sea Cat*.

I might add that *Salmon's* stop was temporary as she was returning to the States, having absorbed one of the worst depth charge beatings of the war.—K. W. C., CDR, USN.

• *Tsk-tsk. And we were brash enough to ask if SEVEN could be topped! But there's more to come.—Ed.*

SIR: It was stated in the November

issue of ALL HANDS that 10 subs alongside *uss Nereus* (AS 17) was believed to be a record. I cannot say exactly how many subs were tied up alongside *uss Fulton* (AS 11) at Tanapag Harbor in Saipan in 1944, but I know there were at least 15 or more—not just on one side, but at times on both sides.

This was during the Philippine invasion when the subs were making repairs and then going out on another run. Maybe some old members of the 81st or 82nd Relief Crews could supply the info on how many actually were alongside.—J. S. M., TMC (SS), USN.

• *Do you mean you had 15 subs on each side at one time? That would be a record—if you could locate a photo to prove it.—Ed.*

SIR: The enclosure should put a stop to the question concerning the tender with the largest number of ships alongside. The tender was *uss Howard W. Gilmore* (AS 16); the place, Subic Bay, P. I.; the time, about 24 Aug 1945; the occasion, return to the United States.

This picture was taken by a crew member of *uss Hardhead* (SS 365), while departing from the next pictured. You will note one sub backing down. She would increase the number to 16. The sub from which the picture was taken makes it 17, and *uss Hawkbill* (SS 366) (not shown) would have brought the total to 18.

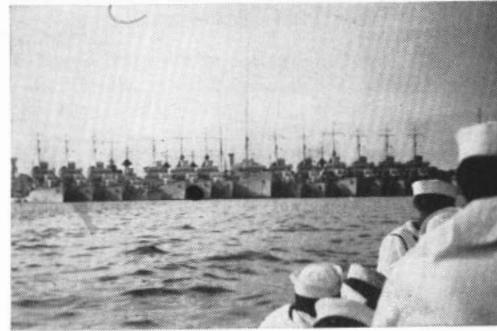
Until a picture which shows all 18 can be surfaced we will have to be content with a record of 15, actually alongside, which hangs up another record for the Submarine Force—and we have plenty of them.—J. L. M., LCDR, USN.

SIR: I thought you would be interested in the enclosed picture of *uss Howard W. Gilmore* (AS 16) with 18 submarines alongside. The picture was taken in August 1945 at Subic Bay during a ceremony marking the departure of *Gilmore* and the submarines for the U. S.—G. A. N., LTJG (MSC), USN.

SIR: In late August 1945 ComSub7th Flt had all submarines of the Seventh Fleet with a few exceptions, moored to the tenders *uss Howard W. Gilmore* (AS 16) and *Anthedon* (AS 24). I remember, we counted 18 submarines moored to *Gilmore*, nine on each side.

I remember this event very well, because the gathering of this number of boats was the result of the end of World War II, and I still class it as a very happy sight.—P. V. L., CAPT., USN.

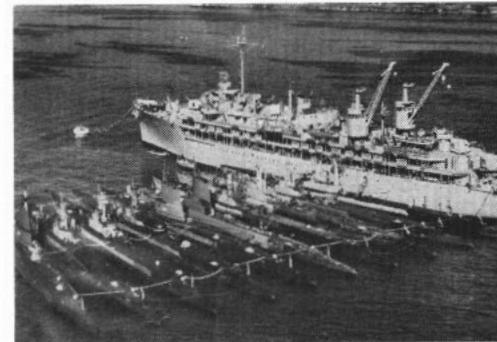
• *Let's just pretend we never started the whole thing, huh?—Ed.*



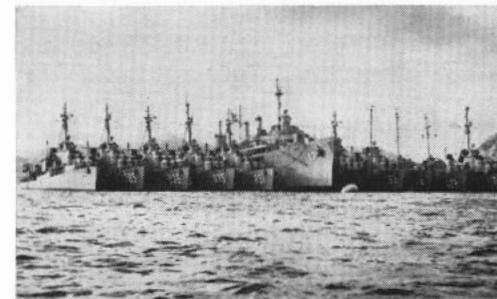
TOPS FOR TIN CANS—Picture of old *USS Melville* (AD 2) taken at Balboa in 1939 shows nest of 13 destroyers.



USS Fulton (AS 11) bids for bite of cigar with photo showing 13 along side while at Saipan, in 1944.



GOOD TRY—*USS Sperry* (AS 12) shows her brood of 11 with 10 on port side and one moored to starboard.



ONE OF MANY pictures received from crew members of *USS Piedmont* (AD 17) who claimed tonnage record.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Charrette* (DD 581)—A reunion will be held in Chicago, Ill., on 1, 2, and 3 September. For information concerning reservations and program, write to Ralph Morelli, 141 Belmont Avenue, North Arlington, N. J.

• *uss Indiana* (BB 58)—A reunion is scheduled for 17, 18, and 19 July in Aurora, Illinois. Contact D. A. McCoy, Durant, Okla., for further details.

• *uss Knapp* (DD 653)—A reunion of crew members who served from commissioning to end of World War II will be held in Chicago, Ill., on 6 and 7 July. For information, write to O. J. King, Jr., 3216 - 57th St., Des Moines, Iowa.

• *uss Ludlow* (DD 438)—The sixth annual reunion will be held at the Vanderbilt Hotel, New York City, on 3, 4 and 5 August. Contact Cal Custy,

31 Sunbright Drive South, Meriden, Conn.

• *uss San Juan* (CLAA 54)—A reunion is tentatively scheduled for 13 October, in New York City. For further information, write to LT Joseph H. Roening, 55 Arnold Avenue, Closter, N. J.

• *uss Trego* (AKA 78)—A reunion will be held in Washington, D. C. on 28 and 29 July. For more details, write to M. A. Garner, Route 4, Box 87-G, Greenwood, S. C.

• *uss Idaho* (BB 42)—Former crew members, including ComBatDiv 2 and ComBatDiv 3 Flag Allowance, who served during World War II, and who are interested in holding a reunion in Norfolk, Va., this summer, should contact David C. Graham, QMC, USN, Staff, Instructors School, Naval Station, Norfolk, Va.

• *uss Tide* (AM 125)—Former crew members who are interested in holding a reunion, with time and place to be decided by mutual consent, should contact Harold J. Proffitt, HMC, USNR, 803 Blackstone Building, Harrisburg, Pa.

Where Service Records Are Filed

SIR: When an enlisted man ships over and his old service record is forwarded to the Bureau of Naval Personnel for filing, what happens to his previous records? Suppose, for instance, that he has shipped over three times. Would the Bureau have three service records for this man?

I have heard that all service records are retained right there in the Bureau. Other persons have claimed that the records are sent for safe keeping to the Record Management Center, or claim that they are retained by the Bureau

but not in storage at Arlington Annex. I just assumed that they were retained all together in Washington.—M. M. L., YNC, USN.

• *You're right. The Bureau of Naval Personnel, located in Arlington Annex, Washington, D. C., maintains a single file of the duplicate current service record, and the original prior service records of enlisted personnel whose current status is USN, USNR, Naval Fleet Reserve or Retired.*

The service records of former enlisted personnel are maintained at the Naval Record Management Center, Dis-

charged Enlisted Personnel Records Branch, 9700 Page Blvd., St. Louis 14, Mo. USNR personnel records are sent to the Center immediately after the individual's discharge or death, and USN records are sent to the Center six months after discharge or death.

The service record of an individual who reenlists after his record has been retired to the Center is withdrawn and combined with his current duplicate record in the Bureau of Naval Personnel.—Ed.

Qualifying for Recruiting Duty

SIR: BuPers Inst. 1336.1A states that personnel applying for recruiting duty must be presently serving at sea, and I am currently on Fleet Shore Duty. Even so, I believe I have a good chance of getting the shore duty billet I particularly desire, since my tour of obligated service is nearing completion and I would agree to extend for such duty—if there are no names on the waiting list for this duty.

The billet I want is at the Main Recruiting Station, Louisville, Ky., which will have openings for a yeoman and a personnel man during the next five months. Can you give me additional information on this matter, and tell me how many names, if any, are on the waiting list for duty at the Louisville station?—J. R. McG., PN2, USN.

• *First of all, men serving on a tour of Fleet Shore Duty are not eligible for transfer to recruiting duty, so in order to be eligible you must requalify in the point of sea service.*

Then, even if the waiting list contained no names of men who desire duty at Louisville, there are always some who request the Naval District in which Louisville is located, and many others who request duty "anywhere in the U. S." Therefore, it's not possible to give you an estimate.—Ed.

...how to send ALL HANDS to the folks at home

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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From Fox to Foxtrot, Tare to Tango

LIKE THE WORDS of any language, those of the phonetic alphabet have been changed a number of times to try and improve man's efforts to communicate with man. The ALFA, BRAVO, CHARLIE alphabet which the Navy put into effect on 1 Mar 1956 is the biggest step yet in the search for a set of words that would be universally understandable to people of all nationalities.

This alphabet, developed by the International Civil Aviation Organization (which includes about 60 member-nations) was approved by the Joint Communications - Electronics Committee (Joint Chiefs of Staff) on 22 Aug 1955. It is the result of years of intensive study by international experts in phonetics, languages, speech training, education and applied psychology. As part of that study, people of more than 30 nationalities repeatedly tested long lists of words in a search for those which would work best in international use.

This isn't the first time that servicemen have re-learned their phonetic ABCs. A look at *The Blue Jackets' Manual* of 1922 shows words like AFFIRMATIVE, CAST, HYPO, OPTIONAL, PREPARATORY and QUACK. By 1939 AFFIRMATIVE, OPTIONAL and PREPARATORY had been shortened to AFIRM, OPTION and PREP, while QUACK had been replaced by the more dignified, QUEEN. There were even more changes in the BJM of the following year. AFIRM became ABLE, CAST became CHARLIE, HYPO became HOW, OPTION became OBOE and PREP became PETER. Meanwhile, the Army was using a different alphabet which it had adopted in 1914, and other nations were using words of their own.

The first attempt at world-wide agreement on a spelling alphabet was made in 1927 at the International Telecommunication Union Radio Conference in Washington, D. C. For international use in maritime and aeronautical communication, the ITU set up a system based on geographical names. This one started out with AMSTERDAM, BALTIMORE and CANADA and wound up with XANTHIPPE, YOKOHAMA and ZOULOU LAND. In 1932 the ITU made 14 changes in this alphabet, but XANTHIPPE went rolling merrily along.

Although the ITU set-up was used internationally, most countries had

other alphabets for their own use prior to World War II. The British RAF, for example, had one which began, ACK (or APPLE), BER, CHARLIE. This version and the U. S. Army system of 1914 were combined and modified to create the old ABLE, BAKER, CHARLIE set-up, which America and her allies adopted in 1943 as their official phonetic alphabet. However, a different set of words was agreed upon for the official names of the alphabetical signal flags used by the Allied navies.

In 1947, the members of ICAO made two alphabets official — the Allied version of 1943 and another system specifically designed for Spanish-speaking people. At the

same time the search was begun for an alphabet which would be almost universally acceptable. The words the experts sought had to start with the letter which they were to identify (EXTRA had been used for X in some systems); they had to be short (preferably two syllables); they had to look sound practically the same in French, English or Spanish; and they had to have good "recognizability factors" so that they could be heard and understood easily.

It wasn't easy to find the right words but these words, now that we have them, should make it easier for people of the world to understand each other. If they do, they're worth the trouble it took to find them.

How To Learn Your ALFA BRAVO CHARLIEs

Throughout the Fleet the new phonetic alphabet is being talked over. It has become the subject of cartoons, of poems (to assist in learning the new words) and of articles in civilian newspapers and magazines.

Some people have even analyzed the types of words used in the list. Not a technical or linguistic analysis, to be sure—merely a listing. For example, how many names of people are on the list? (Here they are; you count them. CHARLIE, JULIETT, MIKE, OSCAR, ROMEO, VICTOR. And maybe we could add DELTA and INDIA, for these have been used as names.)

How many places? (INDIA, LIMA, QUEBEC, SIERRA—and maybe even WHISKEY. Isn't there a town called Whiskey Flat some place out west?)

There are reports that some people are learning the new alphabet by translating familiar abbreviations such as RFS (ROMEO FOXTROT SIERRA, or Ready For Sea); ETA (My ECHO TANGO ALFA is 0845); ORI; USS; SOA; and so on. It has been suggested that another way to assist you to learn the new alphabet is to spell out your own name and the name of your ship. For instance, *Ashtabula* would be ALFA SIERRA HOTEL TANGO ALFA BRAVO UNIFORM LIMA ALFA. And if your name is Patrick Xavier Doyle, you'd spell it out as: PAPA

ALFA TANGO ROMEO INDIA CHARLIE KILO XRAY ALFA VICTOR INDIA ECHO ROMEO DELTA OSCAR YANKEE LIMA ECHO. On second thought, maybe you should use initials.

In case someone tries to tell you there isn't any such word as ALFA, just refer him to a big dictionary. There he'll find it listed as a grass that grows in North Africa.

When your learning progresses far enough in your ABCs (ALFA BRAVO CHARLIE), see if you can remember which words were not changed. And when someone tells you he knows the full alphabet, ask him if he can pronounce them correctly. For example, KILO, LIMA, QUEBEC. And how about BRAVO? Is it "brayvo," or "brahvo" and does it and the others get confusing with a different pronunciation? (For correct pronunciation see the centerspread chart.)

A real old-timer, especially if he was around the bridge as a quartermaster, signalman or radioman, may pride himself on his memory. If he's really good, he'll not only know the new one, and the old one, but he still should be able to write out the old, old list that began AFIRM, BAKER, CAST.

Learning the new alphabet won't be too ECHO ALFA SIERRA YANKEE, but after you use it a while it will be as familiar to you as YANKEE OSCAR UNIFORM ROMEO NOVEMBER ALFA MIKE ECHO.

INTERNATIONAL ALPHABET FLAGS, PHONETIC AL

A ALFA	(spoken) "ÄL FÄH"	B BRAVO	(spoken) "BRÄH VÖH"	C CHARLIE	(spoken) "CHÄR LEE"	D DELTA	(spoken) "DELL TAH"	E ECHO	(spoken) "ECK ÖH"
									
K KILO	(spoken) "KEY LÖH"	L LIMA	(spoken) "LEE MÄH"	M MIKE	(spoken) "MIKE"	N NOVEMBER	(spoken) "NÖ YEM BÄR"	O OSCAR	(spoken) "ÖSS CÄH"
									
									
U UNIFORM	(spoken) "YOU NEE FÖRM"			V VICTOR	(spoken) "VIK TAH"				
									
				W WHISKEY	(spoken) "WISS KEY"				
									

Attention

This sign is made by waving both flags from the "U" position to the overhead position. It is used as a preliminary call and to establish communications.

Front

This sign is used after you have finished a word. It is also used before and after each call sign, code group or procedure sign and between all letters and numerals of a call sign.

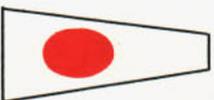
Error

This sign consists of the letter "E" made several times. After an error is made, the sender then repeats the last group correctly sent.

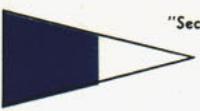
NAVAL NUMERAL FLAGS, PHONE

1 ONE	(spoken) "WUN"	2 TWO	(spoken) "TOO"	3 THREE	(spoken) "THUH-REE"	4 FOUR	(spoken) "FO-WER"	5 FIVE	(spoken) "FI-YIV"
									

INTERNATIONAL M

1 "Pennant One"	p1 (spoken)	2 "Pennant Two"	p2 (spoken)	3 "Pennant Three"	p3 (spoken)	4 "Pennant Four"	p4 (spoken)	5 "Pennant Five"	p5 (spoken)
									

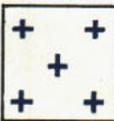
NAVAL SPECIAL FL

International Answer	(written) ANS (spoken) "Answer"	Code	(written) CODE (spoken) "Code"	Black Pennant	(written) BLACK (spoken) "Black pennant"	Corpen	(written) CORPEN (spoken) "Corpen"	
								
Interrogative	(written) INT (spoken) "Interrogative"	Negative	(written) NEGAT (spoken) "Negat"	Preparative	(written) PREP (spoken) "Prep"	Port	(written) PORT (spoken) "Port"	
				Speed	(written) SPEED (spoken) "Speed"			
					First Substitute	(written) 1st (spoken) "First Sub"	Second Substitute	(written) 2nd (spoken) "Second Sub"
								

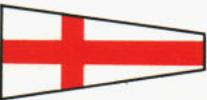
ALPHABET, MORSE CODE AND SEMAPHORE ALPHABET

F FOXTROT (spoken) "FÖKS TRÖT"  	G GOLF (spoken) "GÖLF"  	H HOTEL (spoken) "HÖH TELL"  	I INDIA (spoken) "IN DEE ÄH"  	J JULIETT (spoken) "JEW LEE ETT"  
P PAPA (spoken) "PÄH PÄH"  	Q QUEBEC (spoken) "KEH BECK"  	R ROMEO (spoken) "RÖW MEE ÖH"  	S SIERRA (spoken) "SEE ÄIRRÄH"  	T TANGO (spoken) "TÄNG GÖ"  
X XRAY (spoken) "ECKS RÄY"  	Y YANKEE (spoken) "YÄNG KEY"  	Z ZULU (spoken) "ZÖÖ LÖÖ"  	 <p>Numerals This sign is given before you start to send a group of numbers and when the group of numbers is completed. Numerals are always spelled out in semaphore.</p>  <p>Answer This sign is made the same as the letter "C." It is used to indicate an acknowledgment, a fraction or decimal in the signal, and to indicate signal taken from International Code of Signals.</p>  <p>Direction Sign This sign is the same as the letter "J." It is used to show receiver which direction the sender is facing.</p>	

NUMERALS AND MORSE CODE

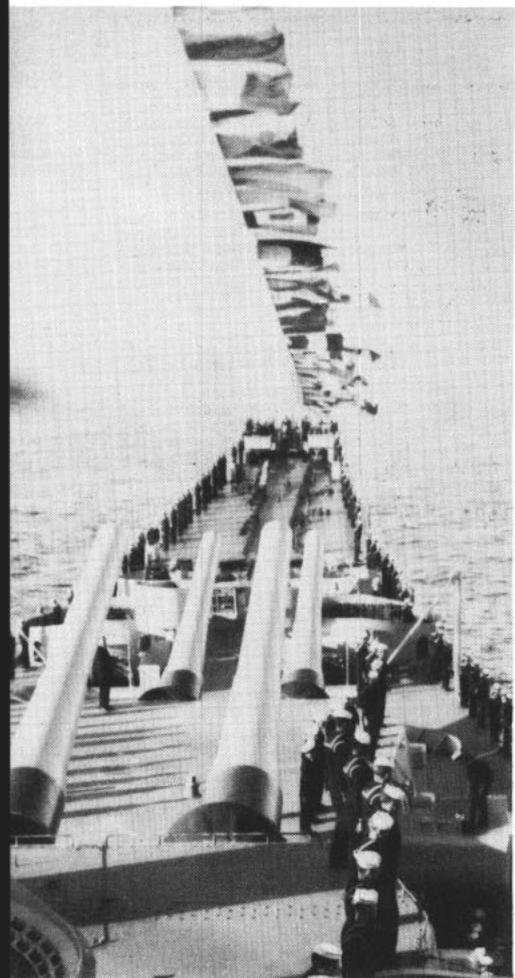
6 SIX "SIX" (spoken) 	7 SEVEN "SEVEN" (spoken) 	8 EIGHT "ATE" (spoken) 	9 NINE "NINER" (spoken) 	0 ZERO "ZERO" (spoken) 
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NUMERAL PENNANTS

6 "Pennant Six" p6 (spoken) (written) 	7 "Pennant Seven" p7 (spoken) (written) 	8 "Pennant Eight" p8 (spoken) (written) 	9 "Pennant Nine" p9 (spoken) (written) 	0 "Pennant Zero" p0 (spoken) (written) 
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SIGNALS AND PENNANTS

Designation (written) DESIG (spoken) "Desig" 	Division (written) DIV (spoken) "Div" 	Emergency (written) EMERG (spoken) "Emergency" 	Flotilla (written) FLOT (spoken) "Flot" 	Formation (written) FORM (spoken) "Formation" 
Squadron (written) SQUAD (spoken) "Squad" 	Starboard (written) STBD (spoken) "Starboard" 	Station (written) STATION (spoken) "Station" 	Subdivision (written) SUBDIV (spoken) "Subdiv" 	Turn (written) TURN (spoken) "Turn" 
Third Substitute (written) 3rd (spoken) "Third Sub" 	Fourth Substitute (written) 4th (spoken) "Fourth Sub" 			



FLAGHOIST signaling is a salty way of passing the word visually at sea when Navy ships are within easy signaling distance in the daytime. It is considered to be the quickest and most accurate of the methods depending on the Navyman's eyes for interpretation. Besides sending messages this colorful alphabet is used for special ceremonial occasions. *Upper Right:* A seaman on board USS Rankin (AKA 103) bends on a flag from the flag bag just prior to hoisting message to other ships in Norfolk harbor. *Upper left:* Battleship USS Wisconsin (BB 64) flies her flags and crew mans the rail as a special occasion calls for dress ship. *Lower Left:* Message is flown from ship's flaghoist. *Lower Right:* You won't be able to read a message here. Bunting receives a needed airing in sun after a spell of rainy weather at sea.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Floating Garage

uss *Amphion* (AR-13) is beginning her second decade as a "floating garage."

In the 10 years since she was commissioned and placed on active duty with ComServLant, *Amphion's* nearly 800 officers and men have serviced every type of ship known to the Fleet, repairing everything from hulls to delicate chronometers. They can also do a pretty fair job in demolishing a birthday cake, as they proved during a shipboard anniversary celebration at Norfolk, Va., the vessel's home port.

As the crew sat down to a turkey dinner, Guy W. Davis, ICC, USN, *Amphion's* only plank owner, and Larry E. Satterfield, SN, USN, the newest member of her crew, were honored guests at the captain's table where they joined the skipper, CAPT A. D. Lucas, USN, in the cake-cutting.

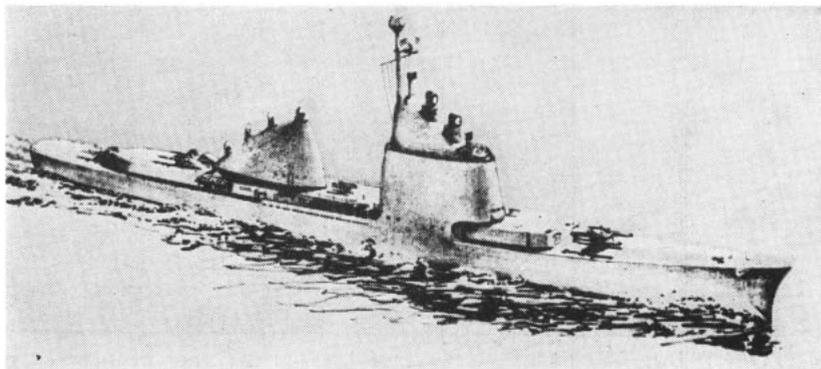
In an informal talk CAPT Lucas called for a continuation of the teamwork which has brought the 16,000-ton Fleet repair ship a large collection of efficiency awards and athletic trophies. After that, souvenirs were distributed and the captain "ordered" the crew to take the rest of the day off.

Faster Provisioning at Sea

The dramatic and oft-times hazardous job of replenishing the Navy's fighting ships with beef, beans, and bananas while underway at sea will soon be speeded-up and streamlined by an endless-belt vertical conveyor developed by the Bureau of Supplies and Accounts.

The "vertical pocket-lift conveyor" is simply an endless belt that runs from the main deck of a refrigerated stores ship straight down to her lowest hola-level.

The belt is fitted with canvas "pockets" which may be filled with provisions from any level of the ship's holds. Once in their pockets, the boxes of frozen, chilled and dry provisions are given a fast elevator ride to the main deck, where they are automatically ejected for loading into waiting cargo nets.



CRUISER OF TOMORROW — Artist's conception shows proposed atomic-powered, guided missile cruiser *Salu*. She will have multiple missile launchers.

The nets are then picked up by a highline and swung out over the sea for transfer to the ship steaming alongside.

The conveyor works three times faster than present methods of lifting provisions out of the holds with cargo nets. Consequently, it shortens the time a destroyer, cruiser, or aircraft carrier is alongside a stores ship in a position vulnerable to enemy attack.

The vertical conveyors are being installed on underway replenishment refrigerator ships as rapidly as they can be procured.

Complementing the conveyor method of speeding up the off-loading of provisions from ship to ship are lightweight gravity conveyors with improved telescopic metal chutes and vertical canvas drop chutes for vertical movements. Gear of this type hastens the movement of stores within the cargo ship's holds and also aboard the receiving ship, where stores must be struck below as rapidly as possible after they are delivered.

Passing the Word

Even the squawk box is super on today's giant flattops.

Here's why. *uss Forrestal* (CVA 59) has a flight deck that measures about 200 by 1000 feet. This presented quite a problem for the men who had to make her PA system heard over the entire deck, despite roaring, screeching planes. Loudness alone wasn't the answer, for a squawk box with too much volume can be as hard to understand as one with too little.

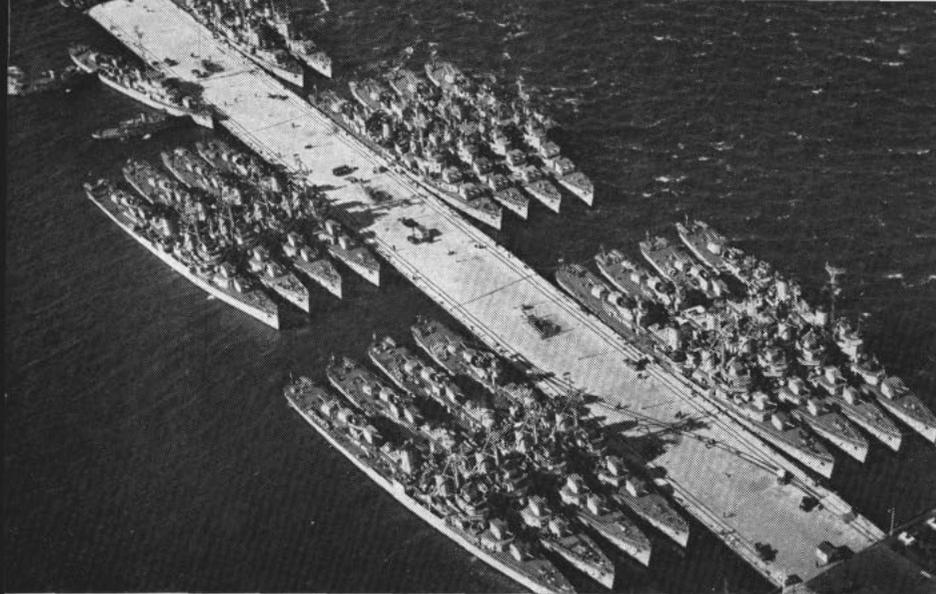
To overcome this difficulty, *Forrestal* was given a set-up which had never been used on a carrier before. High-powered loudspeakers, placed all around the edge of her flight deck, create what the technicians call "a uniform sound level of approximately 110 decibels." The big carriers *uss Saratoga* (CVA 60), *Ranger* (CVA 61), *Independence* (CVA 62) and *Kitty Hawk* (CVA 63), will get similar PA systems.

The only question now is, what happens to the guy who says he didn't get the word?

YESTERDAY'S NAVY



On 3 Jun 1865 the Confederate naval forces on Louisiana's Red River surrendered. On 5 Jun 1945, U. S. Naval vessels were damaged by a severe typhoon off Okinawa. On 10-11 Jun 1871, 650 sailors and Marines captured a series of forts along the Salee River, Korea, after the forts had fired on ships and boats from a squadron of the Asiatic Fleet sent to negotiate for the protection of shipwrecked American seamen. On 18 Jun 1812 war was declared between Great Britain and the United States over the question of impressment and interference with American shipping.



NEWPORT DESTROYER PIER One has seen a lot of use since it opened for business in November. View shows 24 destroyer type ships moored to pier.

News of Navy Ships

U. S. Navy ships have formed the nucleus for a number of foreign navies, so it's no surprise to find the Navy laying claim to another offspring this month—the new West German Navy. First ships of the new allied force, which is expected to have about 8000 sailors by year's end, will be two squadrons of 18 U. S. Navy minesweepers and minesearchers.

Aboard the smaller ships in our own Navy there's been plenty of talk about guided missiles and larger ships, and speculation on what was in store for DDs and DEs along the same line. A partial answer to that one is a junior version of the *Terrier*, with approximately the same range. Still in the design stage the compact anti-aircraft missile is intended for use by destroyers, according to RADM John H. Sides, commander of the Navy's only guided missile cruiser division.

Back in the here and now, Navy-men will be interested in news of two other craft, although they're pretty hard to classify as to type:

- *uss Hartford*, the steam frigate on which Admiral David Farragut uttered his deathless "Damn the Torpedoes! Full speed ahead!" seems to have reached the end of her career. The Navy has asked Congress for authority to dispose of the historic ship by sale or scrapping. The bill also authorizes sale of any "parts or pieces suitable for use as souvenirs." *Hartford*, now berthed at the Norfolk Naval Yard, was decommissioned at Charleston, S. C., on 20 Aug 1926. In July 1953, Con-

gress passed a law which permitted transfer of the doughty craft to Mobile, Ala., but no civic group came forward to claim her.

- *uss Recruit*, an "active duty dry land ship" according to the NTC San Diego newspaper, has received an overhaul which included the laying of steel decks and sheathing her starboard side in sheet metal. It seems that the starboard side of *Recruit's* plywood hull couldn't stand the alternate heat of California's sun and the cold, salty night air blowing off a nearby channel. The metal sheathing is expected to make her warped hull "seaworthy" indefinitely. The decks of the mock escort vessel were plated to protect them from further wear occasioned by some 50,000 recruits who each year learn seamanship techniques aboard her.

Far across the sea in Yokosuka, Japan, *uss Bennington* (CVA 20) found herself with something of a problem when she tried to get into Drydock Five at Yokosuka's Ship Repair Facility. She was just too big to make it in the normal bow-first position—so she was eased in stern-first. That was the only way the huge cranes along the dock could be utilized.

Also in the carrier Navy:

- *uss Saratoga* (CVA 60) didn't even wait for her commissioning before having guests aboard. "Open House" has already been held for families of men stationed at New York Naval Shipyard, where *Sara* is being fitted out.

- Meanwhile, an early May date saw the entry of *uss Forrestal* (CVA 59) into Norfolk Naval Shipyard for

an extended post-shakedown overhaul which will include installation of improved propeller shafts.

- Also at Norfolk, planning has been underway for some time for the angled deck conversion of the 33,000-ton *uss Ticonderoga* (CVA 14). She is at present slated to enter the shipyard in July for the job.

- *uss Hornet* (CVA 12) is now at Puget Sound Naval Shipyard for a modernization program. This includes the angled deck, enclosed bow, aluminum deck-edge elevators, new arresting gear and foremast and revamped living quarters. *uss Kearsarge* (CVA 33) has also reported to PSNS for a similar job, while *uss Hancock* (CVA 19) is expecting the same treatment from San Francisco Naval Shipyard.

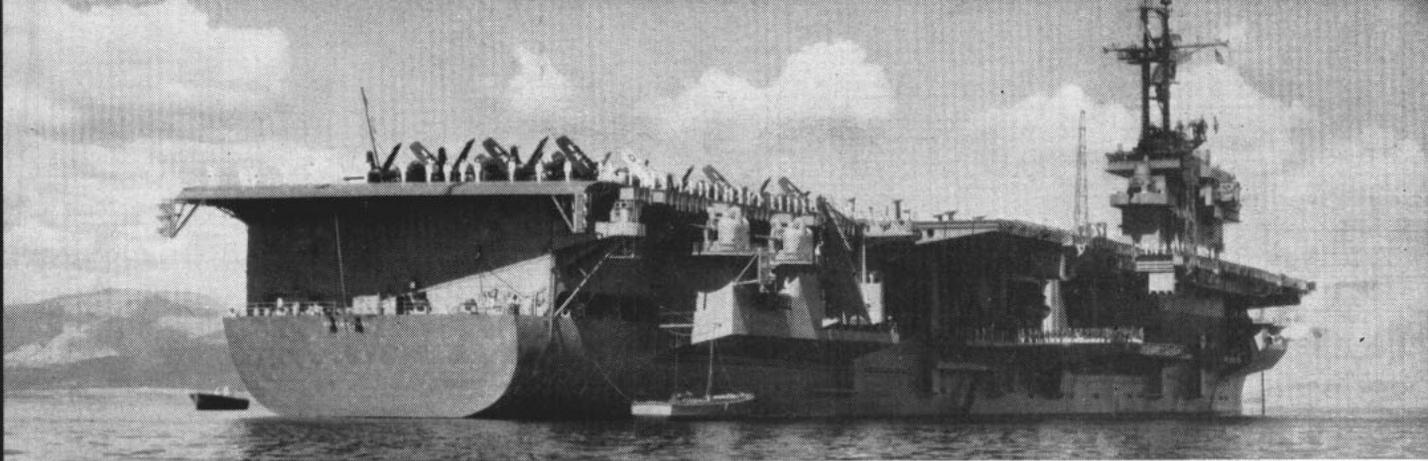
The Atlantic Fleet has welcomed back *uss Iowa* (BB 61) following several months of overhaul at Portsmouth, Va. During her availability in the yard, the huge battleship had her big guns replaced and her airplane crane removed. The antenna mast was rebuilt to accommodate a 300-foot span wire rig (crane and boom). This rig is a combination fuel and boat-handling rig and permits the carrying of larger size motor boats.

Two cruisers of the *Baltimore* class have made headlines, with one being inactivated and another being given an overhaul extensive enough to include installation of guided missile capabilities. The first is *uss Baltimore* (CA 68), which has been assigned to the Bremerton Group of the Pacific Reserve Fleet. *uss Macon* (CA 132) has completed an overhaul and modification at Norfolk Naval Shipyard which included launchers for an unidentified type of missile. Here it might be noted that yet another *Baltimore*-class vessel, *uss Los Angeles* (CA 135), was earlier modified to launch *Regulus* missiles.

Glancing at random around the Fleet we find several other events taking place:

- *uss Yukon* (AO 152), the largest ship ever built on the Gulf Coast and a super oiler in anybody's language, has gone down the ways at Pascagoula, Miss. She's a 614-footer with a maximum displacement of 32,950 tons.

- *uss John Willis* (DE 1027) has been launched in New Jersey. Named for a first class pharmacist's mate who won a Medal of Honor on



SUPER CARRIERMEN man rails of *USS Forrestal* (CVA 59) at Port-au-Prince in honor of Haitian president.

Iwo Jima, *John Willis* is built on a keel designed for convoy escort work, which requires capabilities to excel in anti-submarine warfare.

- Up at the naval shipyard in Brooklyn, *uss Benner* (DDR 807) has undergone modernization, while *uss Everett F. Larson* (DDR 830) has wound up a thorough overhaul.

- The Reserve Fleet's Florida Group has inactivated a whole batch of ships, including the self-propelled barracks ships *uss Benewah* (APB 35) and *Mercer* (APB 39); the landing craft repair ship *uss Gordius* (ARL 36); *uss Chloris* (ARVE 4), an aircraft repair ship (engines); and the LSTs *uss Bulloch County* (LST 509), *Dodge County* (LST 722), *Maricopa County* (LST 938), *Meeker County* (LST 980) and *Montgomery County* (LST 1041).

Your Navy's undersea fleet is also undergoing a few changes. Within the next ten months five submarines will be inactivated and replaced by new construction nearing completion. Work has already begun on the first of the five, *uss Seadog* (SS 401), to be followed by *Burrfish* (SSR 312), *Corsair* (SS 435), *Tigrone* (SSR 419) and *Queenfish* (SS 393).

Plans have also been changed for three new ones. The guided missile submarine listed in the fiscal 1956 program has been enhanced by plans for a nuclear power plant, making her an SSGN. Two conventional attack subs now abuilding, *uss Grayback* (SS 574) and *Growler* (SS 577), will be completed as guided missile submarines (SSG). And, finally, with the arrival of *uss Bream* (SSK 243) in Hawaii, all five of the Pacific Fleet's hunter-killer subs are now based at Pearl Harbor. The others include the small K-boats *uss Bass* (SSK 2) and *Bonita* (SSK 3); and *Bashaw* (SSK 241) and *Bluegill* (SSK 242).

First Fleet Visits Frisco

San Francisco, that "Baghdad on the Bay" acclaimed by many sailors as the world's best liberty port, has added glitter to its reputation by playing host to 35 ships and 15,000 personnel of the U. S. First Fleet.

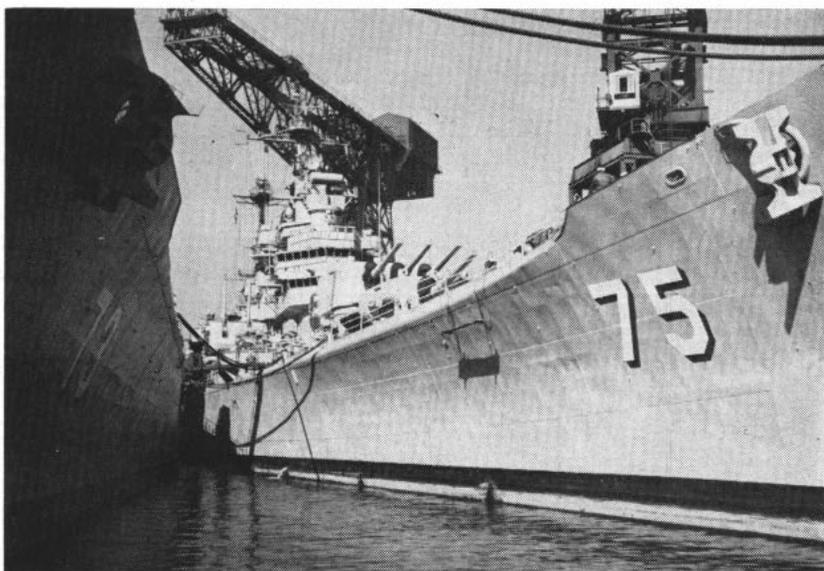
The ships visited San Francisco for liberty and "open house" activities between phases of routine PacFleet training exercises off the California coast. Larger units berthed along the city's famed Embarcadero and at Oakland and Alameda were the attack carriers *uss Essex* (CVA 9) and *Bon Homme Richard* (CVA 31); the anti-submarine warfare support carrier *Boxer* (CVS 21); the heavy cruisers *Toldeo* (CA 133) and *Bremerton* (CA 130).

"Small boys" and auxiliaries included *uss John R. Craig* (DD 885), *Orleck* (DD 886), *Perkins* (DDR 877), *Rupertus* (DD 851), *Leonard F.*

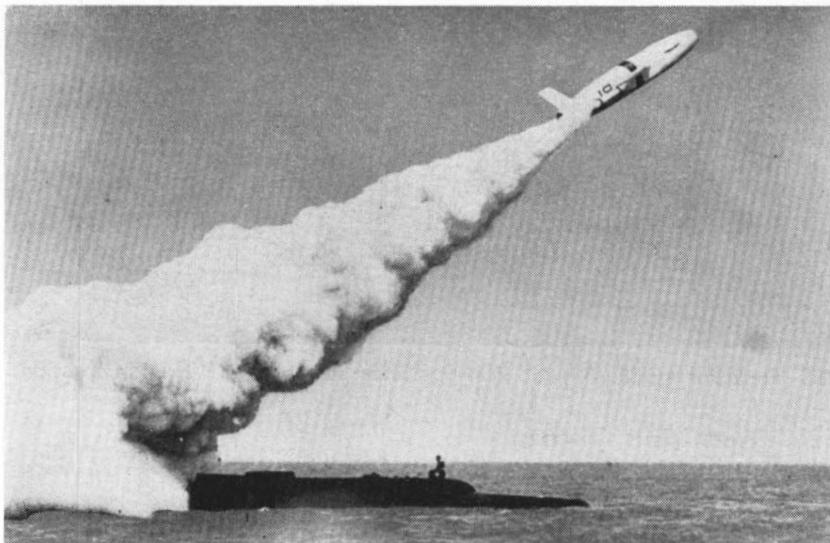
Mason (DD 852), *George K. MacKenzie* (DD 836), *Henry W. Tucker* (DDR 875), *Rowan* (DD 782), *Gurke* (DD 783), *Henderson* (DD Kenzie (DD 836), *Henry W. Tucker* 785), *Southerland* (DDR 743), *Wiltsie* (DD 716), *Theodore E. Chandler* (DD 717), *Hamner* (DD 718), *Chevalier* (DDR 805); the ammunition ship *Firedrake* (AE 14); attack cargo ship *Chara* (AKA 58); refrigeration ship *Pictor* (AF 54); and fleet oilers *Taluga* (AO 62) and *Ponchatoula* (AO 148).

The undersea Navy was represented by *uss Rock* (SSR 274), *Carbonero* (SS 337), *Cusk* (SS 348), *Tunny* (SSG 282), *Charr* (SS 328), *Ronquil* (SS 396), *Segundo* (SS 398), *Seafox* (SS 402), *Bugara* (SS 331) and the sub tender *Nereus* (AS 17).

Normally based in San Diego, with some units at Long Beach, the First Fleet is the Eastern Pacific counterpart of the Seventh Fleet.



SIDE BY SIDE — *USS Helena* (CA 75) is shown moored inboard to *USS Saint Paul* (CA 73) at Yokosuka prior to taking over as flagship for Seventh Fleet.



UP FROM THE DEPTHS comes *USS Tunny* (SSG 282) to launch surface-to-surface guided missile *Regulus* from platform on her deck in cloud of smoke.

Hypervelocity Gun

Not long ago, test-firing a super-high-speed missile in a laboratory would have had about the same effect as setting off a 500-pound bomb in the middle of your living room. Now, thanks to a hypervelocity gun that can fire golf-ball-sized projectiles at speeds of almost 7000 miles per hour, the scientists are able to bring their missile tests indoors.

In the past, missile research had to be done in the field with full-size projectiles on a trial and error basis, since there was no way to fire small objects at such terrific speeds or to photograph them in action. Costs ranged from \$10,000 to \$50,000 per test.

The new gun, developed by the Hyperballistics Division of the Naval Ordnance Laboratory, White Oak, Md., makes it possible to tell, under controlled conditions, how a missile

will act in the air and how the air will react to a missile before going to the trouble and expense of firing a full-size projectile. Costs are reduced to about \$200 to \$2000 per test.

The gun is about 16 feet long and has a 40mm bore. Its propellant force is helium, heated by the steam which results when hydrogen and oxygen are mixed with it. A trailer carries the compressed gas equipment which fires the gun.

It is anticipated that the new research tool will prove invaluable in adding to man's knowledge of the "heat barrier" which now hampers high-speed flight.

Latest in Headgear

New helmets, with almost as many built-in gadgets as next year's cars, are now being supplied for the protection and comfort of the men who fly the Navy's high-speed planes.

Developed by BuAer, the latest headgear has a retractable eyeshield assembly to hold either clear or tinted lens material, more comfortable, noise-reducing earcups, and a more compact communications harness, which makes use of a new jack, containing the transformer and leads for the microphone and headset.

The helmet shell is made of rigid plastic foam. When hit hard enough this material is crushed, thus dissipating the force of a blow rather than absorbing it, as it would if it were to remain solid. The shell is fitted to individual head sizes by a system of soft, double-thick, foam neoprene pads for back, crown and front.

Even the chin strap and tabs for the oxygen mask have been redesigned to hold the helmet and breathing apparatus in place during high-speed, high-altitude bail-outs.

Distribution of the headpieces began in April.

Aircraft Fire Control System

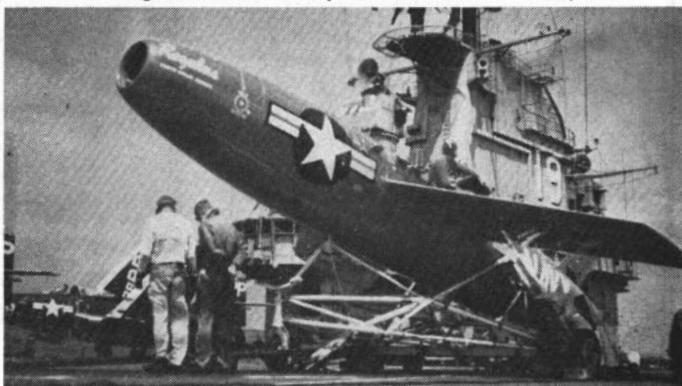
Fulfillment of a multi-million-dollar contract for production of the blind-flying Aero-13 fire control system which can detect and shoot down aircraft in any type of weather is under way.

Development of the Aero-13 has resulted in a new and compact cylindrical design which is installed as a unit in the nose of the aircraft. This installation provides important space and weight savings and makes maintenance much easier.

The Aero-13 will be installed in the F4D *Skyray* all-weather fighter interceptor, a carrier-based jet.

The Aero-13 is the result of an earlier design, the APQ-35 fire control system.

REGULUS GETS 'STEAMED UP'—New method of launching with 'baby carriage' uses steam catapult for first time. Left: *Regulus* with carriage is raised up to the flight deck. Right: Missile is positioned on catapult.



Worcester Wins More 'E's

The light cruiser *uss Worcester* (CL 144) claims to be one of the best warships in the Fleet and she has some newly won "E"s to back up her claim.

Proudly adorning her No. 2 smoke-stack is a mammoth red and black "E" which the ship won for excellence in engineering. In addition, all six-inch turrets on the ship are each displaying an "E" as a result of their expert shooting last year.

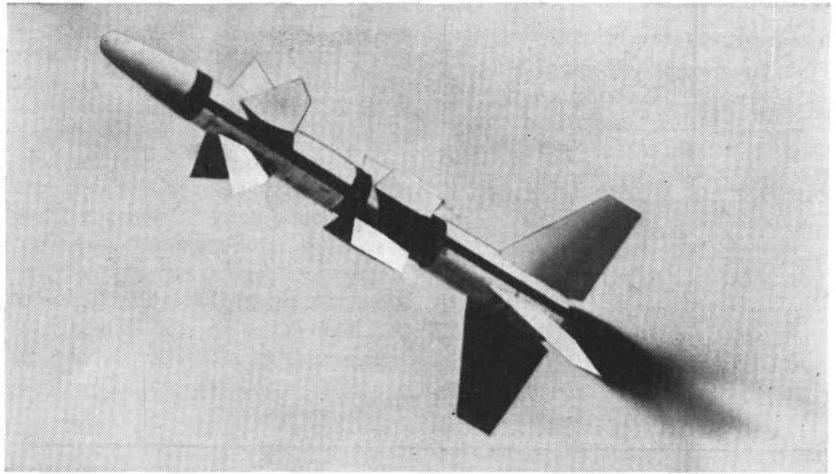
The "E" for engineering excellence was presented to *Worcester* after a year-long competition with all ships in the Battleship-Cruiser Force, U. S. Atlantic Fleet. The winner was determined on the basis of operational conditions and requirements of all ships.

On board *Worcester*, inspections were held on administration and departmental files as well as all engineering spaces. Also taken into consideration were reports on full power and economy runs and efficiency to combat possible breakdown on machinery.

A high mark was attained by repair and maintenance men. Because of the work by this group of men, *Worcester* suffered no breakdowns during the past fiscal year and was always able to get underway or carry out scheduled exercises.

Soon after winning the award in engineering, *Worcester's* six-inch turret gunners won "E"s for outstanding marksmanship. The "E"s were painted on all six-inch turrets, indicating a "clean sweep," a rarity on any U. S. naval ship. *Worcester's* six-inch guns now display six "E"s with 11 hash marks painted under them. Hash marks are added when an "E" has been previously won by a turret.

The gunners from Turret Two came in for exceptional praise by



TALOS HEADS for target. She is a new surface-to-air guided missile developed by the Navy. Talos will work with USAF while helping Nike as defense weapon.

Worcester's skipper. This year marked the fifth consecutive year that Turret Two has won the coveted "E."

During the gunnery competition, drills were observed and judged by officers selected from other ships. Photographs were taken of each round fired and reviewed for an accurate tabulation of hits and near misses.

Actual judging was based on the number of hits by each gun in the shortest period of time.

Cockpit Capsule

A standard ejectable cockpit capsule, which in addition to providing a recoverable escape device for the pilot and the plane's electronic equipment will also be interchangeable with other aircraft, is now under development by the Office of Naval Research.

The cockpit capsule will standardize the modern aircraft cockpit to meet basic requirements for efficient operation, escape and survival, wide

mission capabilities and economy.

The capsule will be produced in either one- or two-place units.

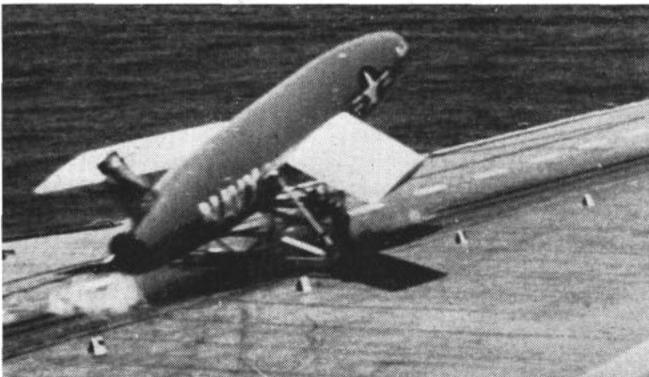
Cockpits on atomic powered aircraft may be removed and stored separately from the power plant to avoid contamination.

One of the main advantages of the over-all concept is the use of the cockpit itself as an operational flight trainer either when attached or detached from the rest of the aircraft. Briefings and dress rehearsals for actual combat missions can be performed with the pilot in the cockpit, whether on land, on board ship or in the air.

Jettisoning of the capsule will be by manual or automatic means. Stabilizing fins will extend as the capsule separates from the plane. Upon reaching the proper speed the main parachute system will be activated by a drag chute.

The capsule will float when landing on water and will be equipped with stabilizing and retrieving gear.

NEW METHOD is faster than launching from a stationary platform. Left: *Regulus* starts run down deck of USS *Hancock* (CVA 19). Right: As she leaves carrier for target, expendable carriage is automatically dropped.



TODAY'S NAVY

MSTS Mercy Missions

Navy men usually think of Military Sea Transportation Service vessels in terms of their cargo and troop-carrying exploits rather than in terms of rescue-at-sea operations.

Yet summary reports from worldwide MSTS area commands show that MSTS ships participated in 58 mercy, rescue and search missions last year while engaged in transportation of military personnel and dependents and cargoes to overseas ports in many parts of the world.

Most of the mercy missions were

carried out by troop transports which carry medical officers and hospital facilities, but in each instance an MSTS ship—in keeping with the age-old rule of the sea—altered course to answer an appeal for help on the high seas. Some voyages were interrupted as much as five days by acts of good samaritanism; others were carried out at great personal risk by MSTS medical officers and boat crewmen who braved hazardous seas in motor whaleboats to reach ill, injured or burned patients in other ships.

At least one MSTS craft figured in more than one mercy mission: her log shows that usns *General William O. Darby* altered course five times on as many voyages to assist those in peril on the sea.

Her missions included rendezvous with uscg *Rockaway* to take aboard two ill Coast Guardsmen, and with usn *Pvt. F. X. McGraw* to take aboard that ship's master for medical treatment; changing course to assist an ill seaman on the German vessel *Blumenfeld*; taking in tow the disabled British sloop *Stella*; and answering a distress message from the seriously damaged ss *Liberator*, escorting her for five days until relieved by a tug.

Other highlights of the year for MSTS "angels" included the rescue of seven survivors of a Navy seaplane ditched in mid-Pacific, and the successful transfer of 132 Army passengers from an LST to an MSTS cargo ship after the LST's main deck plating cracked in a severe Bering Sea storm. MSTS is headed for another record in rescues this year.

Petty Officers' Lounge Is 'Dream Come True'

A newly established Petty Officers' Lounge was christened in Pearl Harbor, Hawaii, early this spring. The lounge is open to all first and second class petty officers, including NCOs of equivalent rank from the other services.

The opening of the PO Lounge is a "dream come true" to a group of 12 hard-working petty officers. These men, members of the Enlisted Men's Club Advisory Council, were instrumental in the planning and actual building of the lounge. The 12-man group devoted over 4000 man-hours during their liberty time, doing as much of the actual construction work as possible.

The PO Lounge was officially opened by the Pearl Harbor Naval Station's skipper when he cut the orchid leis which had been draped across the entrance to the lounge. More than 600 guests were on hand for opening night.

Outstanding features of the lounge include a stag bar, hi-fi juke box, and a large dance floor. If you're a first or second class PO, and you're in the Pearl Harbor



area, the PO Lounge offers you a good liberty spot. Present plans call for a dance band to play on 10 to 12 nights each month.

In case you have any trouble finding the new PO Lounge, it's located on Kamehameha Highway, adjacent to the EM Club.

CUTTING of leis by CAPT R. H. Groff, USN, CO of Pearl Harbor NavSta, marked club's opening.



PO LOUNGE was built by 12 petty officers, members of Enlisted Men's Club Advisory Council, who spent over 4000 liberty hours on the project.

Nice Forms—Thousands of 'Em

Plenty of paper work is in the offing for a new unit of the Bureau of Supplies and Accounts.

On 1 July, the Forms and Publications Supply Office will officially open its doors for business in BuSandA's Washington headquarters.

At that time, it will assume the responsibility of centralized inventory and distribution control over some 10,000 Navy forms and 27,000 publications, with an inventory valued at approximately \$25,000,000.

It's all a part of the trend toward wider use of the central inventory control manager plan.

The Navy already has 14 such offices, called supply demand control points, each of which has Navy-wide inventory control over a specific type of material. Materials range from items in common use, such as paints and tools (at the General Stores Supply Office in Philadelphia) to complicated electronic tubes and replacement parts (at the Electronics Supply Office in Great Lakes, Ill.).

It is expected that the forms and publications office will transfer its headquarters in January 1957 to the Navy's newest supply activity now under construction in Byron, Ga.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

A HELICOPTER has been successfully employed as a hoisting crane, and has opened up an entirely new field of usefulness for the whirlybirds.

At Shreveport, La., a crane was needed to hoist a 1250-pound pedestal for a storm detector radar to the top of a 125-foot tower. No crane was available and Air Weather Service personnel, who were responsible for installing the giant equipment, began looking around for a substitute.

The problem was solved when a helicopter was brought in. The big "eggbeater" hovered over the machinery while technicians attached cable slings to it. An observer knelt in the doorway of the aircraft's lower deck, and through the intercom system, advised the pilot of the proceedings. When the hitch had been made, the engine roared, the helicopter lifted, and the equipment came up off the ground. The pilot held it steady, about four feet in the air, while the men removed the wooden base which was bolted to the bottom of the radar pedestal.

A few moments later, the helicopter took its heavy burden to a point just above the tower, and with the assistance of the observer and a waiting crew on the tower top, lowered the equipment gently into place. The technique was highly successful, and saved considerable money. The pedestal is part of an Air Force weather radar which can locate storms as far as 300 miles away, and give detailed information on the size, intensity, type of precipitation, direction of movement, height, and other important data on storms.

★ ★ ★

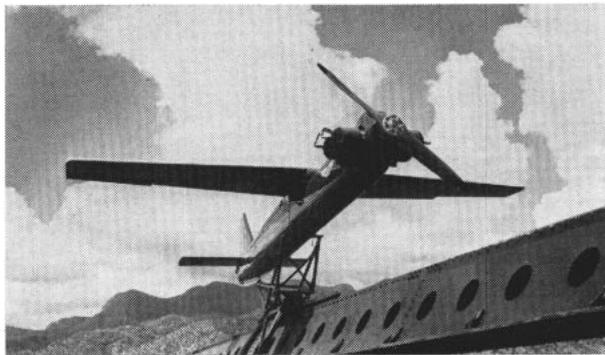
A VERSATILE LONG-RANGE RADIO transmitter-receiver for jeeps, tanks and trucks that goes on the air moments after being dropped by parachute is under development by the Army.

Engineered to replace models used in World War II and Korea and four times more powerful, the set combines advanced design with more power into a small space. It covers more distance, gives clearer signals and gets through more often than the earlier model.

In forward combat areas extremely wide frequency



OFF SHE GOES—New version of the USAF guided missile the *Matador* is test-fired in New Mexico.



ARMY RECON DRONE with speed of 228 mph is controlled from ground. Turns in photo battle report in hour.

range of the new set offers a better opportunity for Infantry, Artillery and Armor to talk to each other, knitting these units into a closer tactical team.

Both voice and radio teletype messages can be sent and received at the same time. A few added parts link in the Signal Corps lightweight 100-words-per-minute teletypewriter—an impossibility with earlier sets. Also, if desired, the transmitter can be remotely controlled from up to 75 feet away.

A novice can be taught in 10 minutes all he needs to know about using the set, which knobs to turn, and when. The radio does the rest by automatically tuning itself and its antenna.

The new radio is powered by its vehicle's regular battery, plus a special generator, and fits snugly into its reserved space in reconnaissance cars, tanks, and jeeps.

It works in temperatures from minus 40 to plus 149 degrees F., in rain, sleet or snow.

★ ★ ★

PLANS FOR THE DESIGN and construction of a large solar furnace at a site at approximately the 9000-foot level in the Sacramento Mountains of New Mexico has been announced by the Air Force.

Under ideal conditions this solar furnace (which is a system of mirrors capable of concentrating the sun's energy on a single spot) may attain radiation temperatures of 7000°F to 8000°F over a substantially larger area than any other furnace known to exist in the world today.

The furnace will be used for high temperature research and testing of materials and weapons components; for duplicating, in so far as possible, the thermal effects of nuclear weapons on various materials; and for high temperature research in chemical reactions.

The possibility of using the sun's radiation to reach very high heat levels over reasonably large areas has been successfully explored. Studies and experiments have confirmed the fact that a properly designed, approximately located solar furnace is the best known practical means for attaining and controlling, on a laboratory basis, high thermal level radiation in the absence of magnetic and electric fields.

The Air Force now maintains a solar observatory on Sacramento Peak, in the same mountain range on which the solar furnace will be located.

A SPECIAL LOW GROUND pressure tractor has been developed by the Army Corps of Engineers at Fort Belvoir, Va., to tow "trains" of supplies and material over soft winter snow and summer muskeg in the Arctic.

Fabricated essentially of parts from a conventional tractor, it has a unit ground pressure of only 3.4 pounds per square inch—almost five pounds per square inch less than that of its standard counterpart.

The tractor, powered by a six-cylinder diesel engine capable of 225 horsepower, is equipped with an extended frame which provides a track 160 inches long on the ground. Track "shoes," 54 inches wide, make the extremely low ground pressure possible.

The tractor utilizes standard controls, steering clutches and transmission. It also incorporates a torque converter with a manual locking device, and a cab which provides protection and comfort for the operator.

A smaller version of the tractor has also been developed. Thirty-six-inch-wide track shoes are used to provide a unit ground pressure of 4.15 pounds per square inch.

Both tractors towed sleds laden with heavy supplies during tests conducted by the Army Transportation Corps on the Greenland Ice Cap and at Houghton, Mich. Tests indicate that the tractors may provide the armed forces with a comparatively slow, but effective Arctic "locomotive."

A unit ground pressure considerably lower than that provided by standard commercial tractors is required to permit successful cross-country operation in the Arctic. Improper weight distribution and the lack of flotation make it difficult or impossible for the standard tractor to operate in the soft winter snow and summer muskeg.

★ ★ ★

A NEW TEST CHAMBER that can simulate altitudes in excess of 150,000 feet is under development by the Air Research and Development Command.

The chamber will be used to study effects of very high-altitude flight on men and to aid in designing protective equipment for Air Force pilots. The 46-ton chamber is the largest personnel altitude chamber in use by the Air Force.

Three pumps and special valves make it possible to decompress the chamber as quickly as an airplane



ARMY HAS DRY RUN in wet sea. Transportation Corps practices LCM landing for summer DEW Line supply job.



AIR FORCE GLOBEMASTER opens to load 82nd Division paratroopers in practice for Operation Arctic Night.

would be decompressed if its canopy were blown off. This is a condition that most other chambers can only approximate. Another feature is the automatic control system which makes it unnecessary for the operator to manipulate valves to maintain a given altitude.

The new chamber is divided into six compartments. The largest, or main chamber, is used primarily for altitude tests of instruments and systems and has a large seven-by-eight-foot door through which large and bulky equipment can be wheeled. This is also used as a vacuum accumulator in explosive decompression tests, when canopy blowing is simulated in the training section of the trainer.

Personnel and personal equipment are taken to high altitudes in a training chamber, while to one side of this smaller compartment is a one-man chamber which simulates a cockpit.

Both the main and training chambers have locks at one end, where observers are maintained at lower altitudes than the adjoining section in which tests are being conducted. In the event of emergency, the altitudes in the testing chambers and locks can be equalized, allowing the observer to enter quickly and render aid to the human volunteer.

The sixth compartment is the animal chamber, a small unit that can be rotated in any degree around its 42-inch dimension. It has an adjustable animal rack, a sling to hold the animal in certain positions, and special devices to make it comparatively simple to take readings of the animal's skin temperature, blood pressure, heart tracings, etc. Two formica disks in the top and bottom make X-ray photography of the animal possible at all times during altitude tests.

★ ★ ★

A STUDY to determine how nuclear power might be applied to Army Transportation Corps equipment used in land and water operations is underway by the Army.

Items to be considered will include certain rail locomotive equipment, several types of Army harbor and inland waterways craft, and special cargo-carrying land vehicles of very large size known as "land trains."

The Army considers that the application of nuclear power to the field of military transportation has great potential and will help achieve strategic mobility.

THE BULLETIN BOARD

Dates and Rules Set for Advancement Exams to E-4, E-5, E-6

Service-wide examinations for advancement to pay grades E-4, E-5 and E-6 will be conducted in August for all ratings except PI and AL, which are being consolidated with other ratings.

Examinations will be held on the days listed for advancement to the following grades:

- Tuesday, 14 August—Pay Grade E-4 (Petty Officer third class).
- Tuesday, 21 August—Pay Grade E-5 (Petty Officer second class).
- Tuesday, 28 August—Pay Grade E-6 (Petty Officer first class).

However, it will be necessary to apply quota restrictions to certain rates owing to:

- The total number of personnel in the rate or rating exceeding the requirements for that rate or rating.
- The total number of personnel in a pay grade exceeding the total requirements for that pay grade.
- The limitation on the total number of petty officers that may be on active duty in the Navy.

The examinations will be used for:

- Advancement of USN and USNR personnel on active duty and Naval Reserve personnel in training and administrative billets with the Naval Reserve (TAR).
- Change in rating from AL to AT in accordance with the provisions of BuPers Inst. 1440.10.
- Change in rating from PI to LI in accordance with the provisions of BuPers Inst. 1440.15.
- Change in rating to GS, GF and AQ in accordance with the provisions of BuPers Inst. 1440.14. Because of the excellent opportunity for advancement in these ratings, commanding officers have been urged to encourage eligible personnel to participate in this examination for change in rating or advancement and concurrent change in rating.

• For combinations of advancement and change in rating as provided for in BuPers Inst. 1418.7B.

(This instruction prescribes eligibility requirements, sets forth schedule of examination dates, and assigns responsibilities for service-wide



competitive examinations and performance tests.)

Personnel in the rating listed who are eligible may take more than one examination in the same rating in the series, or may take one examination for more than one purpose. For example: If you are a PI2 and eligible, you may take the LI2 exam for change in rating and you may also take the LI1 exam for advancement and concurrent change in rating.

- Seamen attached to a command having an allowance for Photographer's Mates may participate in the examination for PH3 if they are qualified.

Personnel in pay grade E-3 who are recommended for advancement and participate in the ET, FT, AD



"But where are you going to get a one-man working party?"

or PH examination will be examined for the related emergency service rating in the normal path of advancement for which they are best fitted.

This is applicable to USN and USNR personnel in TAR billets as well as USNR personnel on active duty with the Regular Navy. Details concerning selective emergency service ratings for pay grade E-4 will be the subject of a forthcoming BuPers Instruction.

The CAA certificate requirement for advancement to all pay grades in the air controlman rating is waived for the August examinations for those ACs who are not assigned to control tower duties.

Stenographic performance tests are no longer waived. All methods of taking dictation (including Stenomask) are acceptable, but if stenotype or Stenomask equipment is not available at the place of the examination, you will have to provide your own equipment.

Performance tests will be conducted before the service-wide competitive examinations.

The deadline for requesting examinations and the dates to be used for computing eligibility for advancement are set forth in BuPers Inst. 1418.7B. Details of the announcement of the August examination may be found in BuPers Notice 1419 (11 April).

Management and Industrial Engineering Course Is Ready

A new officer correspondence course, *Management and Industrial Engineering* (NavPers 10942), is now available at the Naval Correspondence Course Center. This course, covering the principles of industrial management, consists of six assignments and is evaluated at 18 Naval Reserve points credit.

Application for enrollment should be made on form NavPers 992 (Rev 10/54), forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NacActs* as well as current *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

Alnavs

No. 10—Announced distribution of voting information pamphlet and chart. Called attention to date of Kentucky primary elections.

No. 11—Serves as an interim instruction pending implementation of the new Department of Defense policy regarding solicitation of commercial life insurance aboard military installations.

BuPers Instructions

No. 1306.23C, Sup. 1—States that no further applications for duty with the Naval Security Group are desired until further notice.

No. 1306.25C—Provides duty assignment options for reenlistees, and promulgates instructions for disposition and assignment to duty of enlisted personnel who reenlist with continuous service in the Regular Navy.

No. 1520.16A—Provides information relative to courses of instruction in Atomic, Biological and Chemical Warfare Defense (ABCD).

No. 1910.14—Modifies existing instructions regarding the place of separation of enlisted personnel.

No. 5322.1—Establishes procedures for determining and evaluating the use of civilian personnel ceilings authorized by the Chief of Naval Personnel.

No. 5802.3—Furnishes information as to the requirements for admission of U. S. citizens to the Philippines for permanent or temporary residence.

BuPers Notices

No. 1050 (23 March)—Established procedures to strengthen administrative controls over recording of leave.

No. 1000 (28 March)—Announced change 2 to *BuPers Inst.* 1000.7, which is concerned with the pro-

grams and opportunities for naval personnel.

No. 1700 (30 March)—Provided current information concerning equipment and film for 16-mm. wide screen projection.

No. 1520 (30 March)—Provided information concerning Rescue Instructor Training Courses.

No. 1416 (2 April)—Described procedures whereby officers selected in fiscal year 1957 for whom written professional examinations are required, may report their full exemption from such examinations.

No. 1520 (9 April)—Announced selection of applicants for officers submarine training.

No. 1418 (11 April)—Announced

service-wide competitive examinations for pay grades E-4, E-5 and E-6 to be conducted in August.

No. 1700 (11 April)—Announced Fleet Reserve Association contest, "Mrs. United States Navy, 1956."

No. 1133 (12 April)—Announced establishment of Career Appraisal and Counseling Course.

No. 1300 (12 April)—Announced Change No. 3 to *BuPers Inst.* 1300.19, concerned with the distribution and assignment of enlisted personnel.

No. 1760 (16 April)—Announced Change No. 1 to *BuPers Inst.* 1760.5, concerned with pre-separation counseling of service personnel regarding civilian employment.

WHAT'S IN A NAME

F.P.O.

The initials "FPO" are as familiar to most sailors as are "USN," "USA" or "LST." Many Navymen and their correspondents are unaware, however, of the organization behind the name "Fleet Post Office" and the importance of that name in your address.

During World War II practically any Navy port you'd care to name was the location of a Fleet Post Office. Today, the only two FPOs in existence are New York and San Francisco. These serve as standard addresses for Atlantic and Pacific Fleet units, respectively, and as liaison offices for the routing of Navy mail from civilian-operated postal concentration centers in those cities to Fleet units all over the world.

They are the only Navy postal units which know your ship's operating schedule, where she is today, where she will be next week or next month—and when and where you can next pick up mail. At the same time, the two FPOs have at their disposal all facilities for getting your mail to you with the least delay.

Civilian post offices in a number of U. S. ports have so-called "Fleet Stations" which some Navymen mistakenly use in addressing letters. Most of these stations take their names from the fact that they occupy buildings which housed FPOs during World War II—but they are not supplied with the information and facilities for speedy handling of fleet mail.

If you're on board a ship in San Diego harbor and want to mail a letter to a buddy up in Long Beach—or to a pal in another ship at San Diego, it may sound silly to address the letter "c/o FPO, San Francisco" but that's the correct way to do it. The letter will probably not go to San Francisco, unless your friend's ship has



departed for another port since you posted your letter.

Yet by addressing the letter care of the Fleet Post Office you insure delivery of your letter to your pal, even if his ship has suddenly taken off for the South Pole.

In addition to sending your mail "care of Fleet Post Offices," you can speed up service by using the ship's name, complete with hull number, or when writing to such commands as *CruDivs* and *CarDivs*, spell them out. Thus, to write a buddy attached to a flag such as cruiser Division FIVE—and keep the letter from being delayed by the locator service, you should address it like this:

Bernard R. Bilgewater SN USN 4220184
Staff, Commander Cruiser Division FIVE
c/o Fleet Post Office
San Francisco, Calif.

If in doubt about a Navy address, consult the captain's office. The *SNDL—Standard Navy Distribution List*—is the authority on correct addresses.

Información sobre Barcelona para Marina de Estados Unidos

WHEN ORDERED to permanent duty in one of the ships assigned a home port in the Mediterranean, many Navymen are faced with the decision of whether or not to bring their dependents with them. This roundup is specifically for personnel ordered to the Barcelona area, but even if you're not home-ported at Barcelona, the description of living conditions may help you make up your mind.

Immunization—Children under one year of age must have completed their initial series of inoculations, which include vaccination against smallpox and diphtheria, whooping cough, and tetanus immunization. All children over one year of age will be immunized against typhoid, paratyphoid fever and typhus. All adults will be required to be immunized against smallpox, typhoid and paratyphoid fever, typhus, and tetanus. A Schick test is required to determine adult immunity to diphtheria, with a full course of shots, if required. Booster doses will be adequate providing prior immunization can be demonstrated.

A bill of health of each person obtained from your physician or the nearest armed forces medical facility will be necessary.

Dental work for dependents should be completed before leaving the U. S., since only limited civilian facilities are available ashore in the Mediterranean area.

At present ships may expect to spend from 20 to 30 per cent of their time in port. Your wife may expect to spend from three to six weeks at a time without seeing you unless she wishes to follow the Fleet. (Providing your budget permits, and you can make arrangements for the care of your children, if any, your wife will be able to follow the Fleet to most ports of call in nearby countries.)

Finances—Living expenses are slightly higher than in the U. S. A daily station allowance of \$1.40 (enlisted) and \$1.80 (officers) is authorized for those men with dependents on station. Usually a dislocation allowance equal to one month's rental (BAQ) is granted on arrival of your dependents. For the first 45 days after you report on board, if temporary quarters are occupied by your



"I knew I made a mistake by asking for a sailor suit!"

family, or until permanent housing is obtained, whichever is the sooner, a per diem allowance of \$9.00 is granted. No government quarters are available ashore for dependents.

Every officer and enlisted man should estimate the situation before he brings his dependents to Europe. To date, CinCNELM has approved all requests for permission to bring dependents into the area, but this should not be interpreted as an endorsement or a recommendation that you do so.

Hand Baggage—Each person is allowed two pieces of hand baggage in cabins aboard MSTs ships. Foot lockers are not considered hand luggage and may not be stored in cabins.

Automobiles—Before a privately owned vehicle may be brought into the Mediterranean area, permission must first be obtained from the commanding officer of the Barcelona-based ship to which you are assigned. This can be accomplished by a message or speedletter. Only officers and those enlisted men with dependents on station are permitted to ship motor vehicles.

Automobiles shipped overseas should be in good mechanical condition. Locked gasoline tank caps are advisable and are required for MSTs shipment. Vaseline, machine oil, or masking tape on chrome surfaces will prevent rusting from salt water. The car must be completely empty except for tire changing tools.

Before sailing be sure to:

- Bring with you your registration card, title, and bill of sale for the automobile being transported.

- Insure your automobile for foreign operation through your local agent. This should include, at the very minimum, personal liability, fire and theft, property damage, and marine transportation. Collision insurance, if desired, should be taken out in the States; however, automobile insurance can be obtained in Barcelona at reasonable rates.

It is not necessary to purchase international registration cards and driver's licenses in the States prior to sailing. However, it is possible, although much more expensive, to secure these from the AAA in the States.

Foreign Customs and Currency—Before departure from the States, full information concerning foreign customs and currency regulations should be obtained from the State Department or travel agency. Personnel to date have had no difficulty in taking personal effects and baggage from Italy to France. French and Italian regulations concerning the entry of cigarettes, tobacco, and radios are particularly stringent, and are enforced. Present rate of exchange is 43 pesetas per dollar.

Housing—Adequate housing is available in Barcelona, or its suburbs. Most Americans prefer to rent furnished apartments. Unfurnished apartments do not include, in general, anything more than a coal cookstove and the bare walls. Even the lighting fixtures have to be provided in unfurnished places. The differential is so small that it is much wiser to rent furnished houses or apartments, even if you intend to bring your own furniture.

The best advice offered to those who do not know what to bring to Barcelona is to bring everything you own. Be sure to bring a gas cooking stove and refrigerator. Spanish cook stoves are mostly coal burning, or if gas, they are very small and often without ovens. Spanish refrigerators are much smaller than those used here. Electric stoves using 220 volts cannot be used in Barcelona where the power supply is 110 volts, with little or no chance of getting full voltage except during certain periods of the day when the demand for power is at its low point.

Most electric appliances can be operated from the normal wiring cir-

cuits; however, the current is 50 cycles and this does not permit the proper operation of clocks, record players, etc., that require 60 cycles. Most Spanish houses, and the cheaper apartments, have inadequate heating systems, according to standards you are used to. Apartments are available with central heating and many have fireplaces. If you have an oil heater bring it with you.

Most rents range from \$100 to \$150 per month, including utilities, with the rent depending on the location, type of dwelling, number of rooms, and whether or not it is completely furnished, partly furnished or unfurnished. These rents are slightly higher during the winter months to cover the cost of central heating systems in those places where it is available.

Hotels—The new arrival in Barcelona may find it advisable to stay at a hotel for the first week or two, unless a house or an apartment has been rented ahead. Hotels are reasonable, and even when meals are included (full pension) the cost is not too exorbitant. Besides, by staying in a hotel, it gives one a chance to get oriented and rest after the trip across.

Where you are going to live, and what kind of place you think you would like to rent, is important and a week or two in a hotel room while you make up your mind is well worth the extra expense. Another consideration is the arrival of your household goods. You should get an idea when they can be expected so that you will have what you need to live until you are settled.

There are plenty of hotels in Barcelona with rates varying according to class and location. There are also many nice pensions or rooming houses with meals, but it is advisable to stay at a hotel first and look over the pensions carefully before deciding which to occupy.

Restaurants—All the best hotels, and most of the cheaper hotels, have restaurants. Most of the restaurants have an a la carte menu and another menu that shows what is being served to the guests on full pension. Until you know what the dishes are, it is a good rule to take the regular menu and disregard the a la carte menu. Most foods are cooked in olive oil, and you may wish to have your

food cooked in butter at a slight extra charge.

Barcelona also has seasonal entertainment such as the opera, ballet, football, bullfights, jai alai, boxing, wrestling, and numerous fiestas, with parades and street dancing. Tennis courts, riding stables, golf courses and yacht clubs are available.

Medical Care—Dependents are advised to use local doctors and hospitals. Many doctors prefer to have their patients in their own clinics, and will not go to a hospital of your choice. If you wish a certain hospital, you must clear that point with your doctor beforehand.

The medical officers from ships of the Fleet will provide immunization shots, routine examinations, and other necessary out-patient care during the visits of ships with medical officers to Barcelona. The ship's medical Department will issue the usual medicines and medical supplies (APCs, cotton, cough medicine, etc.). Oils or vitamins for children and other special medicines must be ordered from the States.

Schools—Barcelona offers one English language school (Marymount). Instructions are offered for girls through the junior college level. At present, boys are limited to the ages of 3-7, although instruction can be provided through the fourth grade for boys if there is sufficient demand. The New York State curriculum of instruction is offered, and credits earned are fully accepted in the States. Text books are furnished by the school. Tuition for naval families would be \$20.00 per month in the

primary grades and \$25.00 per month in high school and junior college for each student. Hot lunches are available at small additional cost.

There are, of course, Spanish schools available, but language difficulties may make their use undesirable in the higher levels of instruction. Official funds are available to assist in defraying costs of schooling up to an amount of about \$225.00 per child per year. The Calvert Correspondence Course School System may be used.

Food and Supplies—There are certain limitations applicable to the port cities in this area from the standpoint of provisions and supplies generally considered unsafe for use, particularly by children, because of the danger of tuberculosis infection. This is applicable to milk, even after boiling, butter and cheese. Pasteurized milk and butter are available in Barcelona but the milk is watery and not so palatable.

Prepared infant foods, detergents for automatic washing machines, and other items which the American family has accepted as indispensable, are difficult, if not impossible to obtain in the local stores. Fresh meats, fish, and fruits and vegetables in season are plentiful.

Clothing—The climate in Barcelona is similar to that of Norfolk. The summers are comfortably warm. Winters, while generally mild by U. S. standards, are marked by cold nights and many damp and chilly days. No matter when you plan to arrive, you will be wise to bring adequate warm clothing. The temperature of the average European house is maintained at a very much lower degree than in the States and this may necessitate the renting or purchasing of a gas or oil heater.

The uniform of the day for officers is blue service from October until May. During the remainder of the year it is service dress khaki. During the summer months, in port, white service is worn after 1800. Bring plenty of uniforms. Dry cleaning facilities are poor in many of the Mediterranean ports. Only pressing is available aboard ship. Purchase of uniforms in this area poses a problem. You can have your blue service uniform tailored here, although the over-all cost is probably a bit more than you would pay in the States.

All-Navy Cartoon Contest
G. C. Vliet, PNA3, USNR.



"Reveille, Reveille."

Many officers order their uniforms from the Naval Uniform Shop in Brooklyn. Working khaki is worn at sea during the summer months, and is obtainable from Small Stores. Civilian clothes are appropriate on shore leave, and informal civilian

attire is appropriate while at home. Tuxedos and summer dinner jackets, while not required, are occasionally worn.

Liberty uniform for enlisted personnel is dress blue with white during most of the year. White is worn

all day long during the summer months. It is recommended that a plentiful supply of uniforms be brought.

All personnel are encouraged to wear civilian clothes while ashore.

Dependents—Wives will do well to bring along much of their present wardrobes. The better made outfits cost as much here as they do at home, and the cheaper clothes are inferior in cloth quality and workmanship. Many people have suits and dresses tailored locally, using woolsens and brocades purchased by their husbands. Women's tailoring is reasonable. However, for everyday wearing apparel, most of the wives rely on clothing purchased from home. Hats are available as are gloves, at moderate costs. Lingerie is beautiful, but expensive. Bring a good supply of nylons. Walking is a popular pastime, and it is recommended that one or two pairs of walking shoes be in your wardrobe.

HOW DID IT START

Navy Regulations

Soon after assuming command of the Continental Army, General George Washington in 1775 undertook the creation of a Continental Naval Force. Recruiting for the Army was a difficult task because the men of that day had little experience in overland combat. Seafarers, however, were abundant among our early Americans.

They were members of a highly spirited merchant marine and privateer fleet which had grown accustomed to the use of "boarding pikes" and the "six-pounder" cannon. Merchant vessels were forced to protect themselves from attack by pirates and privateers of other nations. U. S. privateers were authorized to attack shipping which brought supplies to enemy forces on this continent.

The potential Navyman was leading an exciting life with little restriction as a privateer. One problem of recruiting these men, therefore, was to regiment the crews into a disciplined naval squadron.

With this background in mind, it is interesting to read the first set of naval regulations, an eight-page book entitled, *Rules for the Regulation of the Navy of the United Colonies*.

This first Navy "Blue Book" was drawn up in 1775 by John Adams and six advisers. Imagine yourself in the brass buckled shoes of one of America's first Navy men, shoving under this edition of Navy Regs.

If you were an officer, you would be especially careful not to lose your temper. Commissioned officers, according to Article 3, who swore or cursed were fined "one shilling for each offense," and warrant officers had to forfeit six pence for each offense. Article 3 also provided that an intoxicated seaman should be placed "in irons until he is sober," and for this offense an officer must "forfeit two days' pay."

The captain of a ship, under Article 14, was directed to "discourage the seamen of his ship from selling any part of their wages or shares." "All ships furnished with fishing tackle," Article 17 directed, "being in such places where fish is to be had, the Captain is to employ some of the company in fishing; the fish to be distributed daily to such persons as are sick or upon recovery, provided the surgeon recommend it, and the surplus, by turns amongst the messes of the officers and seamen, with-



out favour or partiality and gratis, without any deduction of their allowance of provisions on that account."

Article 22 provided that "if the bread proves damp," it is to be "aired upon the quarter deck or poop." Each man's mess on Wednesday consisted of a pound of bread, two ounces of butter, four ounces of cheese and a half pint of rice. On all other days of the week meat was included in the diet. Mariners added variety to this simple fare by seasoning it with vinegar.

The pay scale for officers and enlisted men, as prescribed in a Congressional Resolution, ranged from \$32 a month for captains, to \$6.66 a month for seamen. But as a salesman's salary is supplemented by a percentage of his sales, the Navyman of that day could boost his income with a percentage of his ship's "prizes."

Although not a part of the Blue Book regulations, the following manner of dividing the captured prizes was prescribed in a Resolution of Congress. Officers, seamen and Marines were entitled to "one half of all ships of war made prize by them, and to one third of all transport vessels." Division of the prize money was on a sliding scale ranging from six shares for the captain to one share for each ordinary seaman.

The person who first discovered a ship, which was afterwards captured, was given double his ordinary share of the prize money. And the first one to board the captured vessel in the process of seizure was given triple his share of the prize money.

There are two copies of the original *Regulations* known to be in existence.

Here's Chance for Eligible EMs To Become Submarine Sailors

Would you like to become a submarine sailor? Applications are now being accepted from certain personnel for initial sub training at Submarine School, New London, Conn.

Men in the ratings of QM, TM, GS, ET, RM, YN, CS, EN, EM, IC, SN and FN are in particular demand in the Submarine Force. Also eligible to apply are men in the ratings of RD, SO, GM, FT, MM, and SD.

You must meet the following requirements: 1) have 24 months' obligated service commencing with the convening date of the class to which you are ordered; 2) be a volunteer for sea duty in submarines; 3) have a minimum combined ARI and MAT or ARI and MECH of 100; 4) be physically qualified in accordance with Art. 15-29, *BuMed Manual*; 5) have shown evidence of emotional and mental stability and maturity.

Requests for initial submarine training should be submitted to the Chief of Naval Personnel (Attn: Pers B2131) via your CO.

Enlisted personnel separated from the submarine service who are assigned the designator (SS) may request return to duty in subs, provided they are physically qualified.

Details concerning training and return of personnel to submarine duty are in BuPers Inst. 1540.2A.

You May Benefit from New Rules on HHE, Travel Allowance

PASSAGE OF PUBLIC LAW 368 (84th Congress), which changed some of the rules concerning payment of travel allowance and shipment of household goods for several categories of military personnel, may mean money in your pocket. Some of these features are summarized below.

Before 11 Aug 1955, the date PL 368 became effective, *only Regular Navy personnel* who were permanently retired or transferred to the Fleet Reserve were permitted to select a home (as distinguished from "home" as previously defined in Para. 1150-3 of *Joint Travel Regulations*, or the place from which ordered to active duty) and receive travel and transportation allowances to that point.

Now, all members on active duty who are (1) permanently retired (including transfer to the Fleet Reserve or Fleet Marine Corps Reserve), (2) transferred to the temporary disability retired list, or (3) discharged with severance pay, on or after 11 Aug 1955, are entitled to travel and transportation allowances to a selected home (in accordance with Chapters 4, 7 and 8 of *Joint Travel Regulations*).

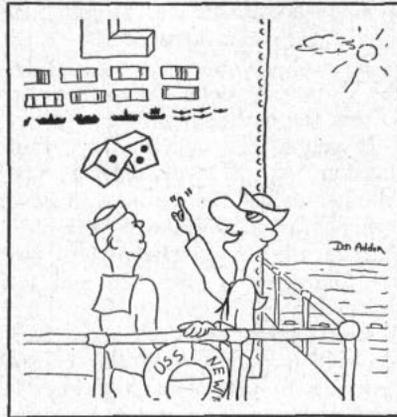
Shipment of household goods to any place other than the home you have selected is NOT authorized, regardless of comparative cost.

If temporary storage, nontemporary storage or additional information is desired, contact the nearest designated household goods shipping activity. A list of designated household goods shipping activities is contained in *BuSanda Manual*, Para. 29003-11b(1).

Retroactive Travel Allowance

Public Law 368 now extends entitlement to certain other categories of USN and USNR personnel. Section 3 of the act retroactively ratifies and validates the claims of certain Navymen who actually performed travel to their home between 1 Apr 1951 and 11 Aug 1955, but who were paid a lesser amount than the amount to which they are now entitled.

The act creates no new entitlement for Navymen who, under previous regulations, were privileged to select a home and receive travel and transportation allowances to



"... and that one's for Fleet Acey-Deucey Championship."

that point. Examples of this category are Regular Navy personnel and Naval Reservists permanently retired between 1 Apr 1951 and 21 Sep 1953 (the date of the issuance of a pertinent Comptroller General decision).

Selection of a Home. For the purpose of determining entitlement to an adjustment of travel and transportation allowances, the "home of selection" is presumed to be the place at which you, or you and your dependents, were residing on the date the right to select a home expired (one year from date of retirement). You can overcome this presumption by satisfactory evidence that you had in fact established a home at some other place before the time limitation had expired.

Measure of Entitlement. If otherwise eligible and if you have selected and traveled to your home within the time limits described below, you may claim and be paid any additional amount due you for travel, the travel of your dependents and transportation of household goods to your home. In the case of mileage allowance for yourself and monetary allowance in lieu of transportation for your dependents, the additional payment will be based upon a computation of these allowances for the official distance from your last duty station to your home of selection less the amount previously paid.

For household goods, the additional payment will be based upon the difference between the initial

cost to the government and the amount the government would have paid had your goods been transported to your home—provided that the additional amount does not exceed the actual additional shipping costs paid by you.

Time Limitation. To qualify for payment of additional allowances if you were permanently retired, placed on the temporary disability retired list, or discharged with severance pay between 1 Apr 1951 and 28 Apr 1952, (both dates inclusive), you must have selected and traveled to your home on or before 28 Apr 1953.

If you were permanently retired, placed on the temporary disability retired list or discharged with severance pay on or after 29 Apr 1952 you must, in order to qualify for payment of additional allowances, have selected and traveled to your home within one year after you are retired or discharged.

The law does not permit these time limits to be extended for any reason, including hospitalization.

Eligibility. You are eligible to claim the additional allowances if, on or after 1 Apr 1951, you were:

- Retired for physical disability, placed on the temporary disability retired list (without regard to length of service) or

- Retired with pay for any other reason (including transfer to the Fleet Reserve or Fleet Marine Corps Reserve) with eight or more years of continuous active duty immediately preceding retirement (no single break of more than 90 days) or

- Discharged with severance pay with eight or more years of continuous active duty immediately preceding discharge (no single break of more than 90 days) and

- If you selected and traveled to your home within the time limits described above.

If you (and your dependents) traveled to your home within the time limits, but you did not ship your household goods within that time, shipment or reimbursement is authorized, provided that shipment is accomplished before 11 Aug 1956.

For further information, contact the nearest designated household goods shipping activity.

Summary of Enlisted Correspondence Courses Now Available

HERE'S A COMPLETE ROUNDUP of the Enlisted Correspondence Courses now available. This list includes many new ones as well as those previously listed in ALL HANDS. Additional courses are being prepared and will be announced as they become available.

All enlisted personnel, whether on active or inactive duty, may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of studying a naval subject of interest to you, but also as an aid in the satisfactory completion of the Navy Training Course applicable to your rating.

There have been administrative changes made since the complete list of Enlisted Correspondence Courses was last presented in the January 1954 issue of ALL HANDS.

For one thing, Enlisted Corre-

spondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center, as was the earlier practice.

If you are on active duty, your division officer will advise you whether or not the course you have applied for is suitable to your rate and to the training program you are following. If it is, he will see that your application is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have their courses administered by the Correspondence Course Center, just as in the past.

Active duty personnel enrolled in an Enlisted Correspondence Course before 15 April 1956 will continue to complete the course under the

guidance of the Center.

After that date, when you want to take a course, see your division officer and ask for Form NavPers 580 (note the change in the form and number), "Enlisted Correspondence Course Application." He will forward it to the Naval Correspondence Course Center via your commanding officer and will handle all details from there on.

The change in procedure entails certain advantages to you. You won't have to mail your assignments to the Center, then wait for a reply. As you complete each assignment, your division officer will check the answers from a master sheet supplied by the Center and advise you on any problems you may encounter. You'll be able to work more closely with an authority in the field you are studying. You'll continue to get credit for your studies.

General Courses:	NavPers Number	Rating Courses:	NavPers Number	Rating Courses:	NavPers Number
The Bluejackets' Manual	91205	Aircraft Materials	91616	Construction Electrician's Mate 3	91568
Manual for Buglers, U. S. Navy	91257	Aircraft Munitions	91637	Construction Electrician's Mate 2	91569
Ship Activation Manual	91215	Aircraft Propellers	91631-1	Construction Electrician's Mate 1, Vol. I	91570
Uniform Code of Military Justice	10971	Aircraft Structural Maintenance	91621	Construction Electrician's Mate, Chief, Vol. I	91571
This is Your Navy	91208-1	Aircraft Structures	91620-1	Damage Controlman 3	91543
Chemical and Biological Warfare Defense	91211	Aircraft Survival Equipment	91642-1	Damage Controlman 2	91544-1
Field Manufacture of Industrial Gases	91505	Aircraft Turrets	91638	Damage Controlman 1	91545-1
General Training Course for Petty Officers	91203	Aircraft Welding	91617	Damage Controlman, Chief	91546
Basic Courses:		Armed Forces Newspaper Editors' Guide	91456-1	Disbursing Clerk 3	91435-2
Basic Machines	91230	Atomic Warfare Defense	91210	Disbursing Clerk 2	91436-2
Blueprint Reading	91223-1	Aviation Boatswain's Mate, Vol. I	91654-1	Disbursing Clerk 1	91437-1
Electricity	91225	Aviation Boatswain's Mate, Vol. II	91655	Disbursing Clerk, Chief	91438-1
Mathematics, Vol. I	91219	Aviation Electrician's Mate, Vol. I	91610	Driver 3	91573
Mathematics, Vol. II	91220	Aviation Electrician's Mate, Vol. II	91611-1	Driver 2	91574
Advanced Mathematics, Vol. 1	91221	Aviation Ordnanceman 3, Vol. I	91659	Driver 1	91575
Use of Tools	91228	Aviation Storekeeper, Vol. I	91651-1	Driver, Chief	91576
Non-rated Courses:		Aviation Storekeeper, Vol. II	91652	Electrician's Mate 3	91523
Constructionman	91562	Aviation Structural Mechanic Handbook	91622	Electrician's Mate 2	91524
Fireman	91500-1	Aviation Supply	91653-1	Electrician's Mate 1	91525
Seaman	91240	Baker's Handbook	91444	Electrician's Mate, Chief	91526
Stewardsman	91691-1	Boatswain's Mate 3	91242-1	Electricity for Fire Controlmen and Fire Control Technicians, Vol. I	91326
Rating Courses:		Boatswain's Mate 2	91243-1	Electricity for Fire Controlmen and Fire Control Technicians, Vol. II	91327
Advanced Work in Aircraft Electricity	91608	Boatswain's Mate 1	91244-1	Electronics Technician 3	91373-1
Aerology, Vol. II	91645	Boatswain's Mate, Chief	91245-1	Electronics Technician 2, Vol. I	91374-1
Air Controlman	91657	Boilerman 3	91511	Electronics Technician 2, Vol. II	91375
Aircraft Armament	91634	Boilerman 2	91512-1	Engineman 3, Vol. I	91516
Aircraft Electrical Systems	91607	Boilerman 1	91513-1	Engineman 3, Vol. II	91517
Aircraft Engines	91628-1	Boilerman, Chief	91514-1	Engineman 2, Vol. I	91518
Aircraft Fire Control	91635	Builder 3	91583	Engineman 2, Vol. II	91519
Aircraft Fuel Systems	91630-1	Builder 2	91584	Fire Controlman 3, Vol. I	91316
Aircraft Hydraulics	91624	Builder 1	91585	Fire Controlman 3, Vol. II	91317
Aircraft Instruments	91627-1	Builder, Chief	91586	Fire Controlman 2, Vol. I	91318
		Cargo Handling	91247	Fire Controlman 2, Vol. II	91319
		Commissaryman 3	91440-1	Fire Controlman 2, Vol. III	91320
		Commissaryman 2	91441	Fire Controlman 1, Vol. I	91321
		Commissaryman 1	91442-1		
		Commissaryman, Chief	91443-1		

Rating Courses:	NavPers Number
Fire Controlman, Chief, Vol. I	91323
Flight Engineering	91632
Gunner's Mate 3, Vol. I	91309
Gunner's Mate 3, Vol. II	91352
Gunner's Mate 3, Vol. III	91353
Gunner's Mate 2, Vol. I	91311
Gunner's Mate 2, Vol. II	91312
Gunner's Mate 1	91356
Gunner's Mate, Chief	91357
Gyro Compasses	91532
Handbook for Dental Equipment Maintenance and Repair	91689
Handbook for Dental Prosthetics Technician 3	91685
Handbook for Dental Prosthetics Technician 2	91686
Handbook for Dental Prosthetics Technician 1	91687
Handbook for General Dental Technician	91684
Handbook of the Hospital Corps	91666
Handbook for Hospital Corpsmen 3	91668
Handbook for Hospital Corpsmen 2	91669
Handbook for Hospital Corpsmen 1, & Chief	91670
Handbook for Hospitalmen	91667
Interior Communications Electrician 3	91528
Instrumentman 3	91382
Instrumentman 2	91383
Instrumentman 1	91384
Instrumentman, Chief	91385
Introduction to Aircraft	91601
Introduction to Communications	91254
Introduction to Radio Equipment	91406
Journalist 3	91451
Journalist 2	91452
Lead Computing Sights	91391
Lithographer 3	91472
Lithographer 2	91473
Lithographer 1	91474
Lithographer, Chief	91475
Machinery Repairman 3	91506
Machinery Repairman 2	91507
Machinery Repairman 1	91508
Machinery Repairman, Chief	91509
Machinist's Mate 3	91501
Machinist's Mate 2	91502
Mechanic 3	91578



"I wish you wouldn't stand in front of that blind, Johnson!"

Rating Courses:	NavPers Number
Mechanic 2	91579
Fire Control Technician 1, Vol. I	91331
Fire Control Technician, Chief, Vol. I	91332
Mechanic 1	91580
Mechanic, Chief	91581
Metalsmith 3	91533
Metalsmith 2	91534
Metalsmith 1	91535
Metalsmith, Chief	91536
Mineman 3	91334
Mineman 2	91335
Mineman 1	91336
Mineman, Chief	91337
Molder 3	91553
Molder 2	91554
Navy Mail, Vol. I	91401-2
Navy Mail, Vol. II	91460
Opticalman 3, Vol. I	91387
Opticalman 3, Vol. II	91388
Parachute Rigger, Vol. I	91640
Parachute Rigger, Vol. II	91641
Patternmaker 3	91548
Patternmaker 2	91549
Personnel Man 3	91419
Personnel Man 2	91420
Personnel Man 1	91421
Personnel Man, Chief	91422
Photography, Vol. I	91647
Photography, Vol. II	91648
Pipe Fitter 3	91538
Pipe Fitter 2	91539
Pipe Fitter 1	91540
Pipe Fitter, Chief	91541
Printer 3	91477-1
Printer 2	91478-1
Quartermaster 3, Vol. I	91284
Quartermaster 3, Vol. II	91285
Quartermaster 2, Vol. I	91286-1
Quartermaster 2, Vol. II	91287-1
Quartermaster 1	91251
Quartermaster, Chief	91252
Radarman 3	91266-1
Radarman 2	91267-1
Radioman 3	91402
Radioman 2	91403
Radioman 1	91404-1
Radioman, Chief	91405-1
Rangefinders	91390
Ship's Serviceman 3	91446
Ship's Serviceman 2	91447
Ship's Serviceman 1	91448-1
Ship's Serviceman, Chief	91449-1
Ship's Serviceman Barber Handbook	91465
Ship's Serviceman Cobbler Handbook	91464
Ship's Serviceman Laundry Handbook	91466
Ship's Serviceman Tailor Handbook	91463-1
Sonarman 3, Vol. I	91259-1
Sonarman 2, Vol. I	91260-1
Steelworker 3	91588
Steelworker 2	91589
Steelworker 1	91590
Steelworker, Chief	91591-1
Steward 3	91692-2
Steward 2	91693-1
Steward 1	91694
Steward, Chief	91695
Storekeeper 3	91430-2

Rating Courses:	NavPers Number
Storekeeper 2	91431-2
Storekeeper 1	91432
Storekeeper, Chief	91433
Submarine Periscopes	91392
Surveyor 3	91563
Surveyor 2	91564
Surveyor 1	91565
Surveyor, Chief	91566
Survival in the Water	91218-1
Teleman	91400
Torpedoman's Mate 3	91300
Torpedoman's Mate (E) 3	91301
Torpedoman's Mate 2	91302
Torpedoman's Mate (E) 2	91303
Torpedoman's Mate 1	91304
Torpedoman's Mate (E) 1	91305
Torpedoman's Mate, Chief	91306
Torpedoman's Mate, (E), Chief	91307
Tradesman	91658
Transport Airman	91650
U. S. Navy Shore Patrol, The	91468-1
Utilities Man 3	91593
Utilities Man 2	91594
Utilities Man 1	91595
Utilities Man, Chief	91596
Yeoman 3	91413-2
Yeoman 2	91414-2
Yeoman 1	91415-1
Yeoman, Chief	91416-1

Long Time No See, But BMC Hears Call of the Beach

After 28 years of continuous sea duty, Chief Boatswain's Mate Walter J. Pozdol, USN, has decided to find out what this "shore duty" talk is about.

Pozdol recently reenlisted for six more years and received shore duty orders to the Fleet Sonar School, San Diego, Calif. This is the first time in his 28-year naval career he has been on shore duty. Enlisting in 1928, he first had sea duty on the old four piper, *uss Robert Smith* (DD 324). Since then, Pozdol has been at sea on a cruiser, an aircraft carrier, a destroyer tender and destroyer type ships. His latest sea duty was aboard *uss Rowan* (DD 782).

BMC Pozdol is a plankowner on the carrier *uss Hornet* (CV 8) and was aboard her when she was sunk in 1942. He has also been in the commissioning crew of five destroyers.

"A sailor's place is aboard ship," stated the veteran CPO, explaining his 28-year stint of sea duty. "But," he added, "this shore duty is the greatest."

Roundup on New Legislation of Interest to Naval Personnel

HERE ARE THE HIGHLIGHTS of the legislative action by the 84th Congress, second session, of interest to naval personnel.

This summary includes those bills which have been introduced, and those on which action has been taken. Future summaries will contain information concerning new items as well as changes in the status of bills reported or introduced.

Six-month Death Gratuity—H. R. 2005: Authorizes payment to persons standing in "loco parentis" to deceased servicemen. Passed by House.

Reserves—H. R. 2035 and S. 801: Allows credit toward retirement for certain services performed as Nav-Cads, dieticians, physical therapists, etc. House Armed Services Committee hearing held.

Enlisted Personnel—H. R. 2106: Provides for non-termination of enlistment contracts or obligated service of persons appointed to a service academy. Passed by House.

Academy Service—H. R. 2213: Would authorize crediting for pay purposes of service as cadets and midshipmen. Introduced.

Officer Personnel Act—H. R. 4229 and S. 1441: An amendment to abolish fanning principle in assignment of running mates for Academy and NROTC graduates commissioned in or transferred to staff corps in grade of ensign. Passed by House.

Substandard Quarters—H. R. 5731 and S. 1947: Would permit occupancy on a rental basis without loss of quarters allowance. Referred to House Armed Services Committee.

Uniform Code of Military Justice—H. R. 6583 and S. 2133: Offers an amendment to authorize increased punishment by commanding officer, and procedural changes to eliminate wastage of time and manpower. House Armed Services Committee hearings now being held.

Survivor's Benefits—H. R. 7089: Relates the amount of benefits to earning rate of servicemen at time of death; provides for contributory participation in Social Security, terminates gratuitous indemnity coverage, and increases long-term payments to surviving widows. Passed by House.

Academy and NROTC Service—H. R. 7280: Would authorize crediting for pay purposes of service as



"Don't touch that button, Jonesy. Jonesy, Jo-o-onesy !!

cadets, midshipmen, and service in the ROTC, NROTC and AFROTC. Contains provisions (not in H. R. 2213) that service credit will only be given to persons who have completed four years or more of active service. Introduced.

Naval Reserve Officers—H. R. 7611: Would establish date of rank for pay purposes of some 2800 Reserves promoted during World War II under the Naval Reserve Act of 1938. Passed by House.

Enlisted Members of Navy and Marine Corps—H. R. 8407: Would permit making up time lost as result of misconduct by extending period of enlistment. Hearing held by House Armed Services Committee.

Women's Armed Service Integration Act H. R. 8477: Introduces an amendment to provide flexibility in distribution of women officers. Passed by House.

Retirement in Highest Grade—H. R. 8904 (formerly H. R. 8694): Would authorize advancement on retired list to highest temporary grade in which service was performed satisfactorily. Passed by House.

Retirement—H. R. 8904 and S. 2134: Provides for equalization of

certain provisions applicable to military personnel. Passed by House.

Medical and Dental Officer Procurement (revised)—H. R. 9429 and S. 3122: Provides authority for hospitalization and medical care of dependents of members of uniformed services in either military or civilian facilities.

Dependent could elect which, but use of military would depend on extent of facilities and medical staff. Also, where the military facilities are adequate, the election may be limited by regulations to those facilities. Passed by House.

Nurses—H. R. 9838: Authorizes transfer to Medical Service Corps of Regular Navy. Passed by House.

Readjustment Pay for Reserves—H. R. 9952 and S. 2258: Provides for lump-sum payment to Reserve officers and enlisted personnel who are involuntarily separated from active duty after five or more continuous years of active duty. Reported favorably by the House Armed Services Committee.

Latest List of Motion Pictures Available for Distribution To Ships and Bases Overseas

Ships and overseas bases with equipment for showing CinemaScope movies have now begun to get these films in increasing numbers.

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., includes 10 movies in the new wide-screen process. The list is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Films in color are designated by (C) and those in CinemaScope are indicated by (CS). Distribution of the following films began in April.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. These films are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 11.

1. (b) Signalman.
2. (b) Bridge.
3. (a) SNJ Texan.
4. (c) Trainer.
5. (a) Specialists.
6. (c) E-4, E-5, and E-6.

the administration of the Chief of Naval Personnel.

The Spoilers (479) (C): Adventure Drama; Jeff Chandler, Anne Baxter.

Target Zero (480): War Drama; Richard Conte, Peggie Castle.

Rawhide Years (481) (C): Adventure Drama; Tony Curtis, Colleen Miller.

Ransom (482): Drama; Glenn Ford, Donna Reed.

Blood Alley (483) (C): Drama; John Wayne, Lauren Bacall.

The Trouble with Harry (484) (C): Comedy Drama; John Forsythe, Shirley McLean.

To Catch a Thief (485) (C): Romantic Adventure; Cary Grant, Grace Kelly.

The Court Jester (486) (C): Comedy Drama; Danny Kaye, Glynis Johns.

Artists and Models (487) (C): Musical Comedy; Dean Martin, Jerry Lewis.

It's a Dog's Life (488) (C): Drama; Jeff Richards, Jarma Lewis.

Flame of the Islands (489) (C): Adventure Drama; Yvonne de Carlo, Howard Duff.

Killer's Kiss (490): Drama; Frank Silvera, Irene Kane.

Invasion of the Body Snatchers (491): Drama; Kevin McCarthy, Dana Wynter.

Fort Yuma (492) (C): Drama; Peter Graves, Joan Taylor.

Rebel Without a Cause (493) (C): Drama; James Dean, Natalie Wood.

The Prisoner (494): Drama; Alec Guinness, Jack Hawkins.

A Lawless Street (495) (C): Western; Randolph Scott, Angela Lansbury.

King Dinosaur (496): Science Fiction; Bill Bryant, Wanda Curtin.

The Fast and the Furious (497): Drama; Dorothy Malone, John Ireland.

I Died a Thousand Times (498) (C): Drama; Jack Palance, Shelley Winters.

The last Frontier (499) (C): Western; Victor Mature, Anne Bancroft.

The Houston Story (500): Drama; Lee J. Cobb, Edward Arnold.

At Gunpoint (501) (C): Drama; Fred MacMurray, Dorothy Malone.

Beneath the Twelve Mile Reef (502) (C) (CS): Drama; Terry Moore, Robert Wagner.

World in My Corner (503): Drama; Audie Murphy, Barbara Rush.

Demetrius and the Gladiators (504) (C) (CS): Biblical Drama; Victor Mature, Susan Hayward.

Garden of Evil (505) (C) (CS): Drama; Gary Cooper, Susan Hayward.

Night People (506) (C) (CS): Drama; Gregory Peck, Broderick Crawford.

Prince Valiant (507) (C) (CS): Medieval Adventure; Robert Wagner, Janet Leigh.

Woman's World (508) (C) (CS): Romantic Comedy; Clifton Webb, Fred MacMurray.

How to Marry a Millionaire (509) (C) (CS): Romantic Comedy; Marilyn Monroe, Betty Grable.

River of No Return (510) (C) (CS): Adventure Drama; Marilyn Monroe, Robert Mitchum.

The Indestructible Man (511): Fantasy; Lon Chaney, Casey Adams.

Gentlemen Marry Brunettes (512) (C): Musical Comedy; Jane Russell, Jeanne Crain.

Red Sundown (513) (C): Adventure Drama; Rory Calhoun, Martha Hyer.

King of the Khyber Rifles (514) (C) (CS): Adventure Drama; Tyrone Power, Terry Moore.

Three Coins in the Fountain (515) (C) (CS): Romantic Comedy; Clifton Webb, Jean Peters.

I'll Cry Tomorrow (516) (C): Drama; Susan Hayward, Eddie Albert.

Teen-Age Crime Wave (517): Crime Melodrama; Tommy Cook, Mollie McCart.

Sincerely Yours (518) (C) Musical Drama; Liberace, Joanne Dru.

Emergency Service Ratings For Regular Navy Personnel

The trend toward further specialization in the New Navy is again demonstrated by the announcement that emergency service ratings will be used to identify Regular Navy personnel in pay grades E-2, E-3 and E-4.

The three letter abbreviations have earlier been used to identify the more specialized skills of Naval Reserve personnel and are now to be used as a further delineation of broad skills within the USN general service ratings. Electronics Technician (ET), for example, is a general service rating, but Electronics Technician (Communication) (ETN) is an emergency service rating with duties more narrowly defined. Regular Navy personnel will advance to the more broadly qualified general service rating at pay grade E-5 or higher.

Navymen who now hold a general service rating in pay grade E-4 (PO3) will continue in their general service rating. Eligible personnel in pay grade E-3 who are assigned an emergency service rating, may compete in August exams for advancement to E-4 in a specialized rating.

Qualified personnel in pay grades E-2 and E-3 may be assigned a striker identification for an emergency service rating as follows: Electronics Technician (ET)—to either Electronics Technician (Communication) (ETN), Electronics Technician (Radar) (ETR), or Electronics Technician (Sonar) (ETS); Fire Control Technician (FT)—to either Fire Control Technician (Manually Controlled Systems) (FTM), Fire Control Technician (Underwater) (FTU), Fire Control Technician (Automatic Directors) (FTA), or Fire Control Technician (Integrated Systems) (FTL); Aviation Machinist's Mate (AD)—to either Aviation Machinist's Mate (reciprocating Engine Mechanic) (ADR), or Aviation Machinist's mate (Turbo-jet engine mechanics) (ADJ); Air Controlman (AC) to Air Controlman (Early Warning) (ACW); and Photographer's Mate (PH)—to either Photographer's Mate (Cameraman) (PHG), or Photographer's Mate (Aerial Cameraman) (PHA). Details of the change may be found in BuPers Inst. 1223.1.



"Here are those letters you wanted filed, Chief!"

Third All-Navy Talent Contest Is Scheduled for August, Finals Will Be Held in N. Y.

The third annual All-Navy Talent Contest will be held this year on or about 16 August in New York City with ComThree as host. As in years past, certain selected acts from the All-Navy finals will be invited to appear before a nation-wide television audience on the Ed Sullivan Show on 26 Aug 1956.

The All-Navy Talent Contest, designed to discover, develop and encourage talent, is open to all naval personnel on active duty for more than 90 days. Personnel in the Coast Guard and Marine Corps are also eligible and invited to enter this contest. The preliminary area eliminations in the talent contest will also give ships, stations and areas the opportunity to furnish entertainment on the local level.

The rules for this contest are practically the same as those of last year. The only major change has been in the area of competition in the Pacific. This year, area finals competition will be hosted by ComNavFe for personnel in the Far East, including the Marianas and the Philippines. For the central Pacific, ComFourteen will be host for entrants from the Hawaiian area.

It doesn't make any difference if your status is amateur or professional. Winning acts will be selected on the

basis of originality, showmanship, technical excellence and audience appeal.

Each performer or group of performers should present an entertaining act which is in good taste. Groups will consist of not more than four performers and no single act should exceed five minutes.

The areas in which competitions may be held are as follows:

ComThree—Host for the 1st, 3rd and 4th Naval Districts.

ComFive—Host for the 5th Naval District, PRNC and SRNC.

ComSix—Host for the 6th, 8th, 10th and 15th Naval Districts.

ComEleven—Host for the 11th Naval District.

ComTwelve—Host for the 12th Naval District.

ComThirteen—Host for the 13th and 17th Naval Districts.

ComFourteen—Host for the Hawaiian Area.

ComNavFe—Host for the Far East, including Marianas and Philippines.

CinCLanFlt—Host for the Atlantic Ocean Area, including CinCNELM.

Each of these areas will select first, second and third place winners plus two alternate acts. This list of five selected acts from each area will be submitted to the Chief of Naval Personnel who will then select certain acts to travel to New York City to compete in the All-Navy Talent Contest.

It should be noted, and empha-

sized to each contestant, that ONLY the winning act in each area will be *assured* of an invitation to participate in the All-Navy Finals to be held in New York City.

At the All-Navy finals competition, acts will be selected for further screening for possible appearance on the Ed Sullivan Television Show. Selected acts will probably go on a three-week recruiting tour after the TV show.

Each member of the first three winning acts in the All-Navy finals competition will be awarded a trophy furnished by the Chief of Naval Personnel.

Details on this year's All-Navy Talent Contest may be found in BuPers Notice 1700 of May 1956.

Openings for Junior Officers In Submarine School Course Beginning January '57

Applications from officers of the line, USN and USNR, in the grade of ensign and lieutenant (junior grade) who are now on active duty are desired for the Submarine School class convening in New London, Conn., during the first week in January 1957.

Applications for the course convening in January 1957 are desired from officers in the grade of lieutenant (junior grade) whose date of rank is on or after 1 Jan 1954, and ensigns with date of rank before 1 Jan 1956. Applications should

Serenade of the Ship's Bells

The Naval Training Center at San Diego, Calif., has a "ship's bell" that can play hymns at the flick of a switch.

Every half hour from 0700 to 2200 the bell automatically tolls off the time in traditional seagoing style, but twice a day on Sundays or on special occasions it becomes a carillon, chiming out familiar hymns or sounding the call to worship.

It's all done with a set-up that combines 25 small bells with the principles of ultra-modern electronics and the old-fashioned player piano. Four loudspeakers, atop the Training Center's North Chapel, carry the music of the bells to all corners of the 178-acre station. "We don't know of any other place in the country where church bells are used as a ship's bell," says LT M. D. Seiders,

CHC, usn, chaplain of the North Chapel, "although there are other naval stations with the same kind of bells."

The chimes reproduce tones in a wide range, without need of belfry or heavy cast bronze bells. Instead, miniature bells weighing only a few ounces and measuring only a few inches in diameter are struck by small hammers. The sound is amplified by an elaborate electronic system.

A compact steel cabinet weighing about 200 pounds (a set of 25 cast bronze bells would weigh more than 37 tons) houses the chimes and the electronic system which reproduces their sound. An accompanying roll player, similar to those on old-time player pianos, makes it possible to play various hymns automatically.

Both units fit easily into the corner of a chapel closet.

The carillon may be played manually from an 18-inch keyboard by the chapel organist before church services and on special occasions. During the Christmas and Easter seasons, and when ranking civilian or military dignitaries visit the Training Center, selected musical programs are played on the bells. Chapel funds and the Training Center's Special Services Department provided the money for the purchase.

The ship's bell chimes are popular with both the Navy men and local residents. People in the nearby Porta Loma area have written or phoned the naval station again and again to express their appreciation for "the serenade of the bells."

reach the Chief of Naval Personnel not later than 1 Sep 1956, using the form prescribed in BuPers Inst. 1520.6G.

Officers selected for this training will be ordered to the Submarine School for approximately six months and upon successful completion of the course will be assigned to duty aboard a submarine which will normally operate in an area such as New London, Norfolk, Key West, San Diego or Honolulu. Selection is made on the basis of fitness reports and educational background.

While attending Submarine School, incentive (submarine) pay is paid for the days underway in a submarine and upon reporting to a submarine after graduation, continuous incentive pay is received. A BOQ for single officers and approximately 60 apartments for married students are available within walking distance of the school. Assignment of apartments is made with preference to students with children.

BuPers Inst. 1520.6G also contains the following information:

- All officers should be qualified to stand OOD watches underway before they report to Submarine School.

- A physical examination report (Standard Form 88) must be forwarded with letter of application.

- The time spent in training at the Submarine School will not count toward fulfillment of your obligated service if you are dropped from the school at your own request.

- If you apply and fail of selection, you will not be considered automatically for the next class. Separate applications are required.

The BuPers Notice which will be issued semi-annually in April and October will announce, by dates of rank, those eligible to apply for the next succeeding class and will also contain a list of officers for the next scheduled class.

You must meet these requirements:

- Completion of at least one year of active commissioned service as of the first day of the month in which the class convenes.

- Must be physically qualified for submarine duty as established by Article 15-29, *BuMed Manual*.

Application should be forwarded by COs to the Chief of Naval Personnel (Attn: Pers B1125).

WAY BACK WHEN

River Boat Navy

The Navy began building steamships in the 1830s, and had them in widespread use by the time of the Civil War. There was however, no full conversion from sail to steam until the 1880s. Steam propulsion offered many advantages, one being greater maneuverability.

Naval strategists also found that the steam-propelled ships were most effective battering rams.

Inland river combat demanded especially maneuverable ships. In 1862 the Navy launched *USS Indianola*, designed specifically for river use. She was a wooden-hulled, iron-clad gunboat with twin screws and two side paddle wheels. Each screw and paddle wheel was operated by an independent engine to give pinpoint turning propulsion. She weighed 511 tons, was flat bottomed, drew only five feet of water and had a maximum speed of six knots. Her fire power was a battery of two 11-inch and two 9-inch Dahlgren guns.

On 24 Feb 1863, shortly after dark, *Indianola* was proceeding up the Mississippi River in the vicinity of Vicksburg, Miss., with a coal barge lashed to her port and starboard sides. Soon it was discovered that two Confederate steamers were in hot pursuit and preparing to attack.

Queen of the West led the other Confederate vessel. At full speed she aimed to ram *Indianola* abaft the port-side paddle wheel. *Indianola's* engines were reversed and her helm given a quick turn. *Queen of the West* missed her target but rammed the port coal barge.

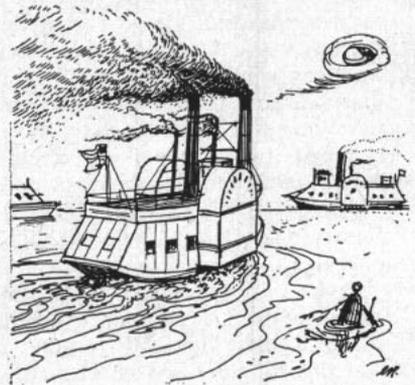
Heading down stream to get away from *Queen of the West* was confronted by the other Confederate steamer, "cotton-clad" *Webb*. Churning upriver under a full head of steam, *Webb* rammed *Indianola* head on while all hands were cutting loose the sinking coal barge.

Indianola was not seriously damaged, but *Webb's* bow was crushed inboard about eight feet.

She didn't sink, however, because her bow was stuffed with cotton and other buoyant material.

Indianola turned about again and headed upstream, only to find *Queen* fully recovered from her affray with the coal barge, and eager to resume the jousting.

At the brink of bow-to-bow impact, *Indianola* quickly changed course. *Queen of the West* struck only a glancing blow to the stern. Some shots were exchanged, and one of *Indianola's* crew was killed and one wounded. The Confederate had two killed and three wounded.



Catching her off balance, *Queen of the West* next turned and rammed *Indianola's* starboard paddle wheel, immobilizing it. About the same time, *Webb* jabbed her crumpled bow into *Indianola's* port side. The impact was so severe that *Indianola* began to take on water at an alarming rate.

Shifty *Indianola* had, up to this point successfully evaded the thrusts of her two adversaries.

But the odds were now too great. There were now four against one. Two additional Confederate cotton-clads, *Grand Era* and *Dr. Beatty*, had come on the scene. *Dr. Beatty* was standing by as safety man, ready to enter the fight when opportunity offered.

Indianola's skipper, Lieutenant Commander George Brown, was forced to run her aground on the west bank of the river after surrendering to the commanding officer of *Dr. Beatty*.

The next day the Confederates towed the punctured gunboat to the other side of the river where she sank.

As the Confederates were trying to raise *Indianola*, the Federal forces above Vicksburg made a dummy monitor from a coal barge. Mud furnaces were built under empty pork barrels which served as smokestacks.

They built fires in the mud furnaces which sent huge black clouds of smoke up the "porkbarrel" smokestacks, and then sent her down stream.

About two and one-half miles above *Indianola's* salvage operation, the dummy ran aground.

Seeing this "terrible looking monitor," and not realizing that she had run aground, the Confederates damaged *Indianola* as much as possible, then fled. *Indianola* was later raised by the Federal Navy and towed to Mound City, Ill., where she remained for the rest of the war.

Navy Relief Society, A Friend in Need

In spite of the 1955 military pay raise and a 10 per cent reduction in Navy and Marine Corps personnel, the work load of the Navy Relief Society was decreased by only three per cent. This situation, and other relevant facts concerning the operation of the Society have been explained to its members in the annual 1955 report of the Executive Vice President, VADM V. R. Murphy, USN (Ret.). Here are highlights of the report:

Service cases amounted to 49,480. These involved no direct expenditure of funds but did require a great deal of time and effort on the part of the Navy Relief Society staff. The cases consisted of advice, information and help in family and personal problems. In this type of assistance, NRS made an important contribution to the security and peace of mind of families as well as to service morale.

On the financial side, outright grants and conversions to grants were made in 6745 cases, for a total of \$498,259. Despite the drop in over-all financial assistance previously mentioned, this total was some \$48,000 higher than last year.

Many of these cases involved the dependents of deceased personnel. When a casualty report is received from the Bureau of Naval Personnel, the Society immediately gets in touch with the surviving dependent and, where necessary, provides assistance while government benefits are being processed and no other income is being received. Assistance to these dependents is also available for emergency or other extraordinary needs.

Emergency assistance in the form of loans was provided in 55,758 cases, for a total of \$3,662,431.

Repayment of loans for the year 1955 amounted to \$3,416,393—that is, 93 per cent of the loans made. This is a marked increase over previous years.

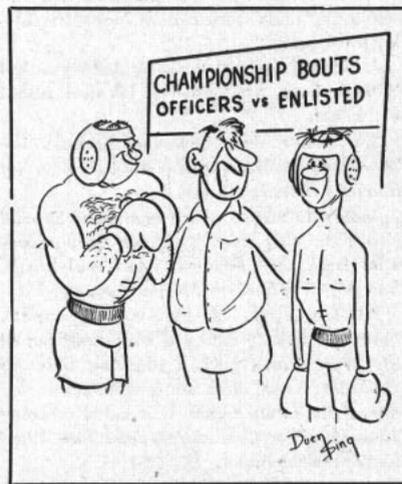
During the year, \$208,234 in loans were written off as uncollectible in 4304 cases. This is a decrease from last year. (These "uncollectibles" are, for the most part, the unpaid balances of men discharged who failed to repay them after return to civil life.)

The total expenditures, other than for financial assistance, including expenses for Headquarters and all Auxiliaries, came to \$654,857. This is an increase of some \$88,000 over last year. Of this over-all figure, however, only \$295,804 represents administrative overhead. The remainder is made up of the salaries and expenses of visiting nurses, social workers, attendants at children's waiting rooms at dispensaries and commissaries, the cost of layette material (the layettes themselves are made by volunteer workers), the costs of running Thrift Shops and "relief in kind."

The support of the Society, both by the service itself and civilian friends during 1955, continued to be very satisfactory. Total contributions for the year, including the "Annual Call for Contributions," the proceeds of balls, carnivals, sporting events and similar special fund-raising projects came to \$1,091,898. This is approximately the same as for 1954 and is the fourth consecutive year in which the total of \$1,000,000 has been reached or exceeded.

In addition to the contributions received from ships and shore stations, some \$75,000 was received from other sources. These range all the way from small individual donations—several of them from anonymous donors which are received

All-Navy Cartoon Contest—
W. P. Duensing, HM1, USN.



"... Shake hands now and come out fighting. And Seaman Zuck is hereby reminded of the penalty for striking an officer!!!

regularly each year—to rather large ones from detached units and special benefits conducted by civilian organizations.

The Auxiliaries are the real working agencies of the Society. The great majority of the cases are handled by them. The problems presented to them are many and varied, requiring patience and tolerance as well as discriminating judgment in their solution. The performance of these Auxiliaries continues to be of a high order.

The Naval Relief Society report expressed appreciation of the fine work being carried on by Auxiliary personnel—officers, employed staff and volunteers. Both the Society and the naval service owe a continuing and heavy debt, the report stated.

The volunteers devote a large part of their time to MRS affairs (some of them employ baby-sitters for their own children while they work in the office).

The board of managers made one important change in policy during the year. This was with respect to the extent of assistance that could be provided in connection with expenses for funerals of dependents. In an effort to provide appropriate assistance in these very real emergencies but at the same time avoid the use of Society funds as a means of financing excessive funeral expenses, a survey of funeral costs throughout the United States was made. It was found that a modest, properly conducted funeral could be obtained at a cost of from \$250 to \$400.

Accordingly, the previous policy, which put a limit of \$250 on such assistance, of which only \$150 could be gratuitous, was changed to provide that the Society could participate in the extent of reasonable and appropriate funeral costs not to exceed the sum of \$400.

It was further provided that this aid might be by loan, gratuity or combination, depending, as with assistance for other necessities, on ability to make repayment without undue hardship.

Relief of distress cannot be measured in terms of financial aid alone. The Naval Relief Society's annual report demonstrates that staff workers and volunteers have furthered the reputation of the Society in its program of assistance for Navy families.

Plane Talk about USN Aircraft Designations

Here's a key to understanding the identification system for aircraft used by the U.S. Navy. The system uses letters to define the mission and to identify the manufacturer of the aircraft, and numbers to indicate the model and modifications of the model.

The need for this system is obvious. Instead of identifying the *Cutlass* as a swept-wing, tailless, single-seat, twin-jet aircraft used by the Navy as an interceptor fighter, it is simply designated as model F7U-1.

The first letter of the designator indicates the mission of the aircraft. Fixed-wing aircraft are identified by the following class letters:

- A Attack
- F Fighter
- O Observation
- P Patrol
- R Transport
- S Anti-Submarine
- T Trainer
- U Utility
- W Warning

Helicopters are designated by the type letter "H." Whirlybirds with special functions are identified thus:

- HC Cargo
- HH Search and Rescue
- HO Observation
- HR Transport
- HS Anti-submarine
- HT Training
- HU Utility
- HW Warning
- RO Rotorcycles used for Observation

Getting back to the *Cutlass*, the F in its designator F7U-1 stands for fighter. The next two symbols 7 and U are read together. The letter U stands for Chance Vought Aircraft, Inc., the manufacturer, and the numeral 7 means that this is the seventh entirely new Navy fighter design manufactured by this company. The numeral "1" after the letter indicates the first model of the basic design; succeeding numerals indicate first modification, second modification, etc. The second modification of the *Cutlass* design would be designated F7U-3.

Here's a list of the letters assigned to current contractors of U.S. Navy airplanes and helicopters:

- B Beech Aircraft Corp.
- D Douglas Aircraft Co., Inc.
- E Cessna Aircraft Co., Inc;
- Hiller Helicopters, Inc.

- F Grumman Aircraft Engineering Corp.
- H McDonnell Aircraft Corp.
- J North American Aviation, Inc.
- K Kaman Aircraft Corp.
- L Bell Aircraft Corp.
- M Glen L. Martin Co.
- P Piasecki Helicopter Corp.
- Q Fairchild Engine and Airplane Corp. (Aircraft Div.)
- S Sikorsky Aircraft (United Aircraft Corp.)
- U Chance Vought Aircraft, Inc.
- V Lockheed Aircraft Corp.
- Y Convair Division, General Dynamics Corp.

Aircraft development for additional or special missions continues after a particular model has been accepted and put into service by the Navy. When an aircraft is modified a suffix is added to the basic designator. Thus the photographic version of the *Cutlass* would be designated model F7U-1P. The photographic reconnaissance version of the Grumman F9F-5 airplane would be designated F9F-5P.

Following is a list of suffix letters which indicate special modifications or specially equipped versions of otherwise standard aircraft:

- A Amphibian
- B Special Armament
- C Carrier conversion of non-carrier type
- D Drone (Target) Control
- E Special Electronic Gear
- F Special Power Plant Installation
- J Special Weather
- K Target (Controlled)
- L Winterized
- M Guided Missile Carrier
- N All Weather Operating
- P Photographic
- Q Countermeasures Aircraft
- R Transport
- S Submarine Search and Attack
- T Training
- U Utility
- W Airborne Early Warning
- Z Administrative

Now that you've mastered the system, we'll throw a wet seabag into the works. In 1952 it was announced that any aircraft ordered by both the Air Force and the Navy will retain the basic designation allotted by the first service to order it. The first example of this is provided by the North American trainer originally ordered by the Air Force as the T-28A. Later adopted by the Navy, the naval version carries the designation T-28B.

Aircraft popular names such as "*Cutlass*," "*Skyraider*," etc., are recommended by the manufacturer. The Navy makes sure that the name is not used by another service, and that it is otherwise acceptable, before it becomes official.

Not long ago, Moffett Field's GCA unit cut a cake in celebration of its 75,000th blind landing. This places the California Naval Air Station within sighting distance of NAAS Kingsville, Tex., which leads the Navy with more than 90,000 GCAs.

GCA stands for "Ground Controlled



Approach." It is the control of aircraft while landing, through instructions received from a ground-operated facility.

Its basic purpose is to aid the safe approach and landing of aircraft during unfavorable weather conditions.

To do this, radar and radio communications are used. All of the necessary radar equipment is located within



trailers located in the middle of the airfield.

Regardless of the weather, aircraft aloft can be detected, identified and directed to an approach and landing. The aircraft needs no special equipment other than its standard set of flight instruments and normal radio equipment.

Qualified air controlmen, housed in



the trailers, interpret the signals on their radar scopes and through radio communication with the pilot, direct him throughout the approach and landing.

From the pilot's point of view, the Ground Control Approach units deserve all the cake they get.

BOOKS

THIS MONTH'S SELECTION WILL PLEASE ALL HANDS

THE BUREAU OF NAVAL PERSONNEL's Library Services Branch has done well by you this month in its selection of books. You'll find copies of these, and many other new titles as you pick and choose at your ship or station library.

Three have a distinctly nautical flavor. In *Deliver Us From Evil*, LT Thomas A. Dooley (MC), USNR, has put down his personal professional experiences in the refugee camps through which over 600,000 people made the "Passage to Freedom,"

from Communist-held Northern Vietnam en route to Saigon. LT Dooley combines his description of the state of the refugees with a description of the total situation. With the Hai-phong area gradually reduced in personnel until by treaty arrangement it was to become Communist territory, the doctor and his staff (eventually reduced to one enlisted man) found increasing difficulties.

The young lieutenant was impressed with the nobility of his charges and tells of many brave flights to freedom. He believes that the action of the Navy, of which Dooley's task was only a part, was invaluable public relations.

Going back in time a few years, *Zoomies, Subs and Zeros*, by VADM Charles A. Lockwood, USN (Ret.) and Col. Hans Christian Adamson, USAF (Ret.) is told in an entirely different spirit. They relate the story of the U. S. Navy submarines in the Pacific which not only attacked enemy ships but also were part of a skillfully organized rescue operation—the Submarine Lifeguard League—which fished hundreds of airmen from the sea, men who were otherwise doomed by strafing, sharks, or tropical sun.

There was, for example, the incident in which *uss Harder* (SS 257) rescued a downed and injured aviator from *uss Bunker Hill* (CV 17) while the sub's skipper had to keep the bow of his boat pinpointed on a reef and volunteers took a rubber raft through the breakers and enemy sniper bullets.

The authors know whereof they speak. Admiral Lockwood is the man who organized and directed the Lifeguard League as ComSubPac under FADM Chester W. Nimitz, USN, and Col. Adamson was one of the men rescued.

The other nautical volume goes still further back in time. *Mr. Lincoln's Admirals*, by C. E. Macartney, deals with the Union Navy and the men who made it. Dr. Macartney gives credit to these leaders for a major contribution to winning the Civil War, and uses the entire period to lend strength, if it be needed, to the theories propounded in Mahan's *Influence of Sea Power on History*.

He tells how Confederate water-

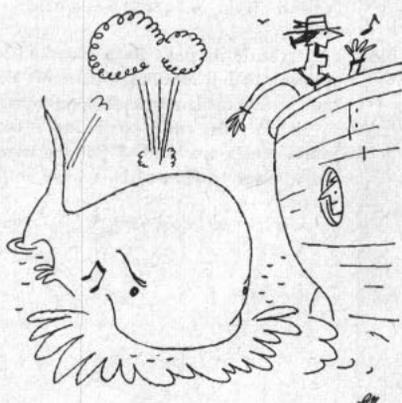
ways were blockaded, cotton shipments cut to a minimum, military supplies diverted, ports destroyed or captured and defense softened up for land victories. He describes the work of men whose names are familiar in naval history—Dupont, Dahlgren, Porter, Farragut, Winslow and many others, and he does not neglect SecNav Gideon Welles and his assistant Fox who, between them, built up a fleet from 100 to 600 ships. The book is rich in anecdotes of improvisation, gallantry and daring.

Continuing the trend which considers a war—any war—from the viewpoint of the vanquished is *Gray Fox*, by Burke Davis, who describes the career of Robert E. Lee and his role in the Civil War. Mr. Davis supports the thesis that Lee, in spite of his very real genius, was destined to disaster. The army placed under him had no arms, shoes nor supplies. His generals were neither loyal nor obedient and Lee found himself unable to remove them. His plans were often frustrated by armchair strategists at Richmond. Vital strategic plans fell into the wrong hands; sickness and death in Lee's own family matched his grief at the death of Jackson. A moving picture of the tragedy of a great man.

Present-day problems too much for you? An ideal form of escapist literature is *The Mountains of Pharoahs*, by Leonard Cottrell. It's really a history of archeological development. He begins with an imaginative visit to the pyramids in the seventh century, B. C. By then the Egyptians were already an ancient people and the pyramids merely large objects for which no one could provide an answer. From there, Cottrell introduces the reader to Herodotus and thence to later observers and explorers up to the sun boat and the buried pyramids of Sekem Khet. Mr. Cottrell not only knows how to dig (he writes of the later discoveries from his own observations) but also how to write.

A number of excellent offerings are available in the fiction field. In *Imperial Woman*, Pearl Buck tells again the story of the Empress Dowager of China, one of the world's most powerful and terrifying figures of historically recent times. She is depicted in this long biographical novel as ambitious, beautiful and intelligent far beyond her time, but with a lust for power.

SONGS OF THE SEA



Blow, Ye Winds High-O!

'Tis advertised in Boston, New York and Buffalo,

Five hundred brave Americans, a whaling for to go.

Singing:

Blow, ye winds in the morning, Blow, ye winds, high-o!

Clear away your running gear, Blow, ye winds, high-o!

They send you to New Bedford, that famous whaling port,

And give you to some land-sharks to board and fit you out.

It's now we're out to sea, my boys, the wind comes on to blow;

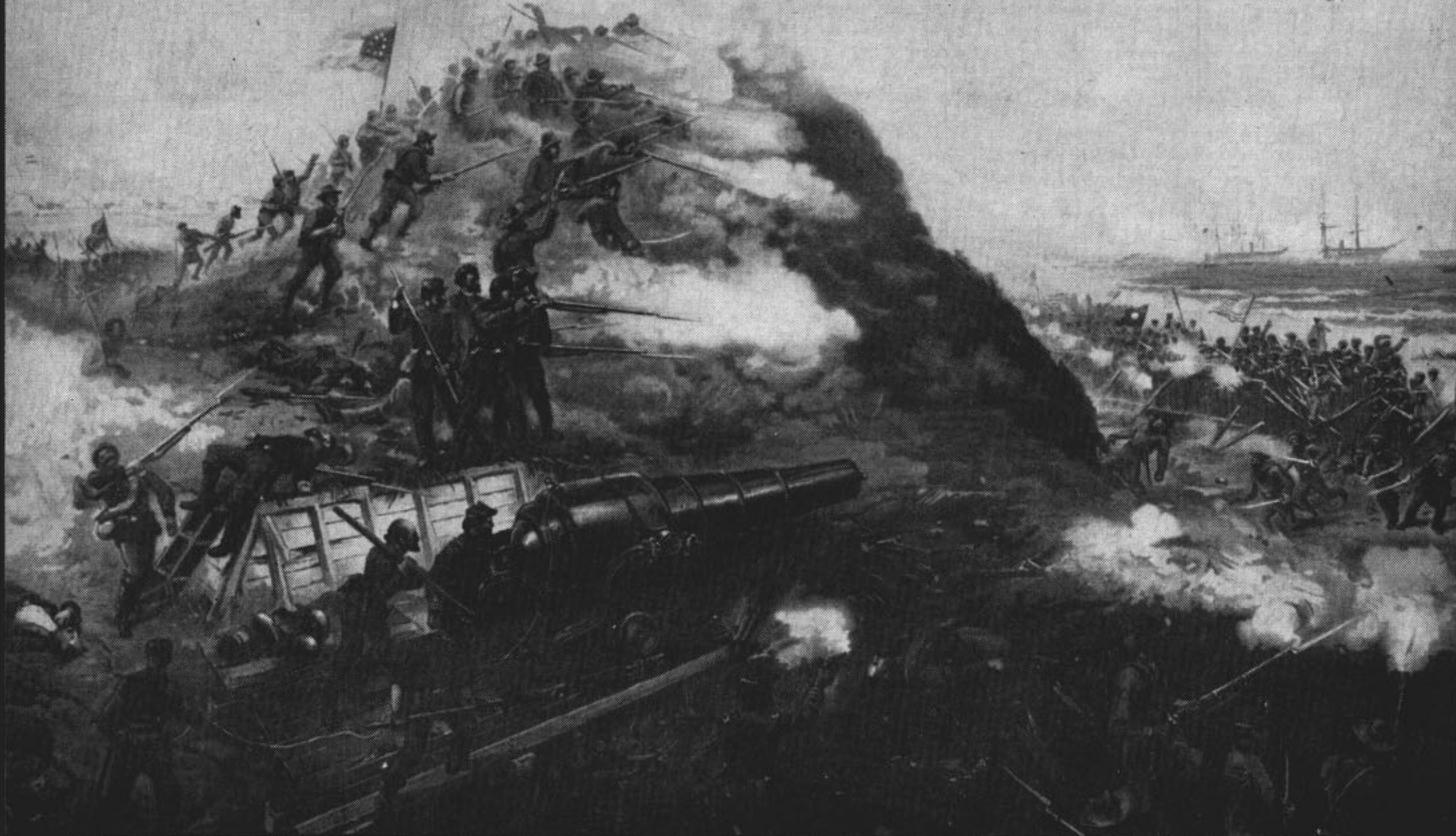
One half the watch is sick on deck, the other half below.

The Skipper's on the quarterdeck a-squinting at the sails,

When up aloft the lookout sights a school of whales.

"Now clear away the boats, my boys, and after him we'll travel,

But if you get too near his fluke, he'll kick you to the devil!"



JOURNAL OF A CONFEDERATE MIDSHIPMAN

Glory and much needed supplies awaited the bold Confederate ships able to slip through the ever-tightening grip of Union blockaders guarding the approaches to the harbors of the South. But the problem of escape became daily more difficult.

Here's how the U. S. Navy of the Civil War era appeared to a young Confederate midshipman on board CSS Chickamauga as this vessel attempted to break free of the harbor of Wilmington, N. C., for a brief career as raider, and of his role in the battle of Fort Fisher.

REPORTED ON BOARD the CSS *Chickamauga* on the 17th of Sept 1864, having left Richmond on the 14th inst. SEPT 24

Lieutenant Commanding Jno Wilkinson and LT F. M. Roby, CSN, have returned from Richmond, where they have been in business connected with the ship, and I am heartily glad of it, for now perhaps we may see some energy displayed in getting our vessel ready. Got on board the carriage and gun (100 pdr Parrott) for the forecabin, hope to get coal this evening. The blockade runners are loud in their complaints against us (confound an Englishman anyway) for by order of the Govt they have to give us each a day's coal. They hope we will be captured I have no doubt. From present indications I think we will be away from here in two or three days. I fervently hope so. A small sized master's mate, named Gibson, from Richmond, reported this morning. There is already a crowd in our steerage. Captain Jno N. Moffit, CSN, came on board in a visit this morning.

SEPT 25

This morning Paymaster's Clerk Bain reported for

duty. He is an old shipmate of mine, on board *Patrick Henry*.

Went on board *Tallahassee*. She is ready for sea with the exception of her coal; her officers are all very pleasant with one exception and his name I will not mention. Last night received a long looked for letter from my mother, enclosing one from my sister. The blockade running steamer *Wild Rover* has come over to us and is giving us her tithe of coal. Work is going on board ship quite briskly. We will probably get away from here (that is, the wharf) by Tuesday. I met Captain Pegram on shore today; he is the same kind and pleasant gentleman he always was.

SEPT 26

Made preparations for leaving the Navy Yard and at 12 m. hauled across the river and made fast to the wharf above *Tallahassee*. The men were immediately put to work on the coal. We get very indifferent coal here; it is this stuff from North Carolina. We will take 100 tons of it, also some from the blockade runners.

SEPT 27

The crew were employed all last night in getting in coal. Ship still laying at wharf taking in coal and water.

From *Journal* of Midshipman Clarence Cary, CSN, 24 Sep 1864 to 18 Mar 1865, Naval Records Collection, made available through the courtesy of the Navy Section, National Archives, Washington, D. C.

JOURNAL OF A CONFEDERATE MIDSHIPMAN

SEPT 29

I went last night to see "Fanchon the Cricket," at the theatre, was very much pleased with Ida Vernons, and indeed almost all the others' performance. Mortain sang the very amusing song of "Billy Barlow." This morning I kept the forenoon watch and had to take charge of the forecabin when we hauled out in the stream, but anything is preferable to being tied up to the wharf. I am beastly tired of Wilmington.

There is no encouraging prospect for us to get out, as the steamer *Lynx* was struck eight times, while running out the other night, and had to be beached to save her from sinking. But we will get out clear, I have no doubt.

The captain's clerk and another master's mate were reported for duty, making in all, 15 in the steerage mess. We can seat at the table at one time six persons. Oh, how I long to be at sea once more!

SEPT 30

Last night was thought very favorable for running the blockade and a steamer tried coming in but was much cut up and had to be beached. I have not heard her name. *Wild Rover* is supposed to have gone out without being hurt. The steamer *Lady Stirling* which came in a night or two ago has come up to the city, we will get coal from her today. This is our last day in Wilmington, I am pretty certain, at least for some time. We will go down to Smithville to watch our chance tomorrow, and I hope that chance will come tomorrow night.

Last night, while I was keeping the mid watch I heard firing off the bar, very distinctly.

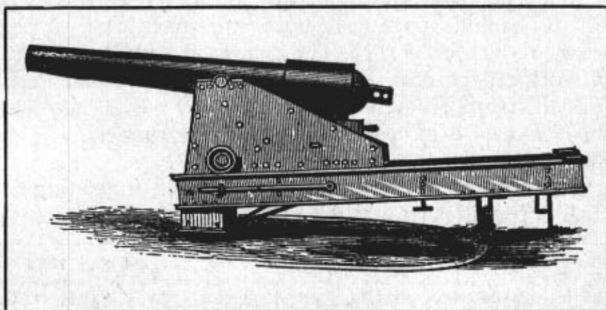
OCT 1

Last evening we hauled alongside *Lady Stirling* and commenced taking coal—took about 40 tons. The men were allowed some money yesterday evening and with it liberty to go on shore.

At 11:30 this morning, we got underway and stood down the river, *Tallahassee* cheering as we passed. At 12:40 pm we have anchored in "Five Fathom Hole" with the port anchor and 15 fathoms of chain. *Falcon* and *Owl* are lying near us—they will go out tonight. About 5:00 pm we got underway and stood down the river toward Smithville which is about five miles off but upon striking on a bar about half way, we determined to wait for the next tide, and accordingly backed off and came to an anchor.

We will not go out tonight I am very sorry to say, but I hope and believe we will tomorrow. I went aloft this

MUZZLE-LOADERS like this 100-pound Parrott gun were used by defenders of Fort Fisher to repel Union forces.



evening and saw seven blockading vessels off New Inlet—could not see down the Old Inlet.

OCT 3

The steamer *Talisman* from Bermuda came in last night without being fired upon. *Owl* went out and had nine shots fired at her. It looks pretty (when you are inside) to see the rockets, calcium lights and flashes of guns over the bar at night, whenever a vessel is discovered running out or in. The Yankees know perfectly well that we are waiting to go out, as we are in sight from their mastheads and then we fired a shot from each gun this morning, but *n'importe*, we will go out for all that. I wrote my farewell letter to my mother and sister last night, and Heaven knows when I will hear from them, or they from me again. I trust before long.

OCT 4

Last night at about half past eight we got up steam, got underway and stood down to the Western Bar, on Old Inlet, with the intention of going out if possible, but the night was unfortunately too light and we had to return. We went out about five or six miles and when we were preparing to go over the outer bar, we sighted three Yanks laying right in the channel where we had to go, and as going on was impossible, we had to turn back. We would have gone on but for the brightness of the night. Captain Wilkinson will not go tonight as the weather will be as clear as before, but tomorrow the springtide will give us enough to go over the rip at New Inlet and we will probably go out that way. The steamer *Banshee No. 2* came in New Inlet last night and had but two shots fired at her; she was from Bermuda and will be quarantined for 30 days. I was almost certain that we were bound for sea last night, and was bitterly disappointed to find that we were to come back and wait for another chance. I am afraid we will have to wait for the next dark night and that will be about 15 days.

OCT 5

Last night was as bright as the preceding one and of course we could not go out. *Falcon* and *Helen* both got up steam to go but failed. During my watch last night, there was some musketry firing down at Caswell and the Long Roll was beaten all around. We immediately prepared to meet an attack but it turned out to be a false alarm. There is but one way open for us now, as there is not water enough in the Rip at New Inlet, and that is this bar which is well blockaded. There were 11 off here today. Oh! how glad I would be to exchange this dull, quiet harbor for the rolling, dashing sea. I am ashamed to write another farewell letter home as I have said "Goodbye" so often. No chance for us tonight.

OCT 7

Last night being dark enough, the Captain determined to go out if possible, so we got underway at 9:30 pm, and proceeded down to the Rip, upon which we grounded. After some trouble, we succeeded in backing off. We tried again and again but with ill success, and finally we had to go back to our old anchorage. I was never more provoked in my life than I was last night at our bad luck. That was the first good dark night we have had for a week. Our ship draws too much water to go out unless we have the spring tides in our favor. We will be here for about three weeks, I'm afraid.

OCT 28

We will go out tonight if there is sufficient water in the Rip. Left *Tallahassee* at New Inlet. At 5 pm got



BREAKING THROUGH—The Confederate steamer *Banshee* evades Union ship as it breaks through the blockade.

underway and proceeded down to the Rip which after one unsuccessful attempt we crossed with little difficulty. An hour later crossed the bar and through the Yankee fleet we sighted [blank] vessels, one of which threw up rockets and gave chase, also firing her guns. She fired 12 shots at us, all of which were too high, but were pretty good line shots. It was so rough on the Bar that they could not fire with any accuracy. As soon as the Yankee gave chase, we shifted some of the coal from the fore hold and trimmed the ship in that way. I have had a very disagreeable time tonight as I have been wet by the sea through and through. The ship has been running very well. We dropped the Yankee at about 8 p.m.

OCT 29

After we got clear of the blockade, we steered E $\frac{1}{2}$ N, for some hours with ship averaging about 10 knots. Between 3 and 4 am, sighted a sail in starbd quarter, but she did not see us. We soon dropped her. Set a part of the mid-watch. Very tired and wet, but have fortunately escaped seasickness. At 9:25 sighted a sail right ahead which was made out to be a brig standing on the same course we were. Everybody was talking about the prize, but a half hour later, a Yankee steamer hove in sight near the brig and we had to alter our course and be running away instead of after. She followed us and tried pretty hard to catch us, but we had the heels of her and ran out of sight in about three hours. During the night, passed a ship and two schooners—did not molest any of them but kept on our course.

OCT 30

We are still standing to the Nd. The weather is getting cool. This morning about 6 am sighted a schooner. We changed our course and stood for her. She proved to be the *Alladin* from Cornwallis under English colors. Stood on our course and at 11 am sighted a sail right ahead which we chased and overhauled. She was the bark *Mark L. Potter* of Bangor, Me., bound to Key West

with a cargo of lime, bricks and lumber. Took on board the officers and crew (13 in all) and set fire to her. At 4 pm, stood off in our course. Got plenty of good provisions off the prize and many valuable articles for ships use. Also took five boats, three of which are very pretty little dinghys. Threw overboard one of our own old boats.

OCT 31

About 10 am sighted a sail dead ahead and gave chase. About 10:30 came alongside of her and hove her to. She proved to be the barque *Emily L. Hall* of New York. She was from Cardenas, Cuba, bound to New York with a cargo of sugar and molasses. This ship we burnt and stood on in chase of a ship which turned out to be *Shooting Star* from New York. She was bound to Havana with a cargo of coal (1500 tons). While alongside of her, another sail hove in sight. We stood for her and hove her to. She was the barque *Albion Lincoln* from Maine with a cargo of lumber. The former [ship] we burnt and the latter we bonded for \$18,000. To her we transferred all the prisoners, about 40 in number, after giving them their paroles. A fine ship passed to windward of us, but as we were too busy to notice her, she got away. Wind blowing very hard, and this vessel pitches accordingly.

NOV 3

Passed two sails a long way off. Weather threatening and indications of a gale.

NOV 4

At 6:30 am made sail on the port quarter, started ahead, ran her out of sight and slowed down. At 11:15 she came in sight again. By night blowing a gale.

Last night we lost our port forward boat—it was carried away by the sea. Gale blowing harder. At night set sail to steady the ship, which labors a little less, but the sea is very heavy.

NOV 6

Gale abated, but sea still heavy. Altered our course

and stood for Bermuda. [After repairs and coaling at Bermuda Chickamauga returned to Wilmington, although the reason is not given.]

Nov 18

Saw two sails during the day, one of which was a steamer. We changed our course twice to avoid the latter. He did not see us fortunately and we stood on for the land, hoping to be able to reach the bar (New Inlet) before 10 pm, that is, before the moon rose. We did not calculate well however, for at 10, we were not on soundings. About 11 pm, we saw breakers ahead and had to back both engines to get clear of them. Then we saw houses on the beach and two wrecks which everybody declared to be those at New Inlet. All hands were congratulating one another about how we had run the block without seeing anything, but after signaling and getting no answer, the talk began to change. We sent a boat into the beach and the pilot soon came back and said he did not recognize the coast at all. The captain then took the ship himself and stood to the south and east.

Nov 19

At 5:30 am found ourselves really inside the blockade and just under the guns of Fort Fisher. We let go anchor to wait until the tide made sufficiently for us to cross the bar. Found the place where we had sent the boat on shore to be Masonboro Inlet about 20 miles to the northward. About 7 am the fog lifted and a small Yankee gunboat came in and opened fire. We answered from our large gun. The firing brought up three more who all commenced firing as fast as they could, we replying, the Fort firing occasionally. About 7:30 the Yankees drew off. At 8 they returned to the attack with five vessels, whereupon we got underway and crossed the bar in safety. At 10:45 crossed the Rip and proceeded in towards Wilmington. The Fort opened fire

(on the Union vessels) when we came in and the Yanks hauled off again. Reached Wilmington about 11 am. Found Tallahassee safe in port. She had destroyed six vessels, one of which was a brig we chased the second day out.

(Until about the middle of December nothing more occurred. The officers were granted leave. Tallahassee was put out of commission about the 15th [and later sailed under the name *Chameleon*]. I had expected to go out in her, but I slipped up in my expectations. Heard of the grand Yankee fleet at Beaufort, N. C.)

DEC 20

Heard that the Yankee expedition had appeared off the Bar. Great excitement prevailing in Wilmington. An order came from the Commodore to send all the available men and officers down to Battery Buchanan (Navy Battery) to report to Lieutenant Commanding Chapman, CSN. Lieutenant Roby took charge of the party, 24 men in all, and I and passed midshipman Berrien also went. We found that we were to go to Fort Fisher to fight two 7-inch Brooke guns.

DEC 21

Marched the men up to Fort Fisher which was a mile and a half distant and reported to Colonel Lamb. Our men were given an old shanty for quarters while we were quartered and messed with some very pleasant officers. They treated us with great politeness and as far as possible made us comfortable in this our first (or at least for some time) attempt at soldiering. The Yankee fleet is well off [shore] today on account of the weather. The monitors have not yet left Beaufort. It is blowing a strong gale and there is a tolerably heavy sea on the outside. In the fort the sand blows in every direction.

DEC 22

The weather is better today but intensely cold. Stationed and exercised my crew at the gun which is a 7

CHASE ENDS in disaster for blockade-running schooner *Enchantress* captured off Richmond by the *USS Albatross*.



inch Brooke Rifle (Navy Pattern) mounted on an Army Columbiad carriage. It requires eight men to work it. Drilled again in the evening. At regimental parade the Colonel made a short speech to the garrison and the Chaplain offered prayers. We are now living on Army rations but we get along well enough and do not growl more than usual. Weather too rough at sea for the fleet to operate.

DEC 23

We expect an attack tomorrow.

DEC 24

Movements of the fleet plainly visible as they are close in. The Long Roll beat about 1 pm and we went to quarters and were soon all ready for action. The frigate *New Ironsides* and three monitors, *Mahopac*, *Monodock*, double turreted, and one single turreted led the way, the frigates coming next and then the sloops and gunboats last. They came up two abreast opposite the Fort when the outer line came on around the sea face and took their positions.

The enemy will have to cross the Bar and Rip. Fort Fisher has about 50 guns and the fleet brought into action 580 guns, ranging from 15 inch and 100 pound Parrotts down. At 1:20 pm the Yankees fired the first gun and then the action commenced in earnest. It is estimated that the enemy threw on an average 100 shells a minute. The Fort replied slowly as the firing was too hot to keep the men at the guns. The quarters in the Fort were soon in flames and the flag was soon shot away. The noise of the guns and bursting shell was deafening.

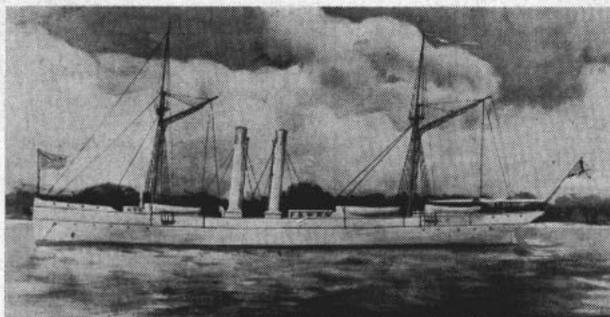
Our sailors behaved with great coolness, and as we had no relief crews they had tiresome work. Towards the last of the action one of the men was mortally wounded in the right shoulder by a piece of shell which also hit me, very slightly wounding my left knee. Lieutenant Dornin, who came up as a volunteer, took charge of the gun when I went to the hospital. I fired mostly at the USS frigate *Susquebanna* and think I struck her in the fore chains on the starboard side. About 5 pm the fire slackened and the fleet hauled off, it being too dark for fighting and I must say that I was not sorry for it.

DEC 25

As soon as possible we went to our guns and piled sand bags to protect our battery which was in an unfinished state. The Yanks did not give us much time however, as the line came up and opened fire at about 9 am as heavy as the day before. Just before the action Berrien and myself fired our guns and then carefully swabbed them out with a wet sponge and then gave them a careful scraping. The fleet took very much the same position as before except they went a little further around toward Battery Buchanan. During the hottest part of the action the Yanks lowered their small boats and came in to sound the Bar and also drag for torpedoes.

I was firing my gun at three boats when it burst in many pieces knocking down all of us who were around it and wounding LT Dornin and five or six men. The bands separated and flew in every direction. It is truly wonderful that any of us escaped from the gun pit alive. There were however, but two or three men wounded seriously. Soon after that, Berrien's gun (also a Brooke) burst in the same way and with much the same effect as to the men around it.

I left the gun and went to headquarters where I carried a few dispatches but I was mostly employed in



CSS CHICKAMAUGA a sleek two-stacker was typical of the Confederate blockade-runners during the Civil War.

getting the militia men out of the bomb proofs where they were huddled. I had then an opportunity of using all the Boatswain's Mates' talk that I ever heard. The enemy about that time threw out a heavy line of skirmishers who advanced nearly up to the land face of the Fort. They were soon opened upon with grape and canister from the heavy guns, which caused them to retreat.

We were well tired out when the fight ceased, but of course great vigilance had to be, and was, kept up during the night. To add to the disagreeableness of the night, it rained in torrents. Also blew quite hard.

DEC 26

The rough sea was, I suppose, the reason the Yankees did not come up this day. We could see from the parapet with a glass, the Yankees embarking from the beach in their small boats. I watched the heavily laden transports go off to sea and then with great pleasure a portion of the fleet sail. Everybody in the fort busily engaged today in repairing damages done to the works. Some of the guns were disabled, but the fort is still in good condition. The casualties in the garrison yesterday amounted to about 70 killed and wounded. The inside of the fort is covered with pieces and whole shell.

DEC 27

Stayed at Fisher until evening when we were ordered back to Battery Buchanan. On our arrival there with our small squad, all that were left of 24, used up men, Captain Chapman turned out the garrison and gave us three cheers, which we answered. We stayed at Buchanan that night.

DEC 28

I went aboard the ship, being ordered back.

★ ★ ★

About the 15th of January, the Yankees took Fort Fisher, after three days' fighting, capturing all the garrison. Capt Chapman evacuated Battery Buchanan with nearly all his men. Our men as a general thing fought well. The company of Marines fought splendidly.

About the 2nd of February, I was granted leave to come in to Richmond and on the 15th I was ordered to the C. S. Ordnance Works.

Chickamauga was snug at Indian Wells on the Cape Fear River after the evacuation of Wilmington. *Chameleon* [ex-*Tallahassee*] was at Bermuda at last accounts and thus ends my blockade running. I am destined never to see salt water until the end of the War.

This 18th of March instead of turning over a new leaf (it being my 20th birthday) I will stop where I can.

TAFFRAIL TALK

SOME TIME AGO we told you of a Navyman who lost his battle with a soft drink dispenser. Now we relay the unhappy story of the SA at NTC Bainbridge, Md., who fought a door to a standstill.

Taking a short cut through the back door of the Pass Office to his barracks, he encountered a door whose knob had fallen off. Even as you or we might have done in a similar situation, he stuck his little finger in the hole to turn the latch. However, this latch was a little more reluctant than usual, for he got no results.

Being a reasonable man, he was willing after a few futile efforts to concede victory to the general cussedness of inanimate



objects. This inanimate object, however, didn't know when to quit. It insisted on hanging onto our hero's finger no matter how much he twisted, turned or pulled. His shipmates, attracted by the rumpus offered numerous suggestions, none of which had any practical value.

Public Works, summoned by an emergency call, scratched its collective head and decided the best way to cope with the situation would be to take the door off its hinges. The SA went along with this idea but it still didn't release his finger. Some two hours after the incident began a BM1, returning to the barracks after a liberty, watched the conflict for a few moments, then went to his locker, returned with a bottle of hair tonic and poured a few drops where it would do the most good. End of struggle.

★ ★ ★

How long can one enlistment last? Four years? Six years? You're wrong. We know of one fellow, John B. Hessley, now a lieutenant commander, who is still serving on his first enlistment which began on 1 Nov 1938—17 years and nine months ago. Here's how it works out:

- He enlisted on 1 Nov 1938 for four years.
- On 31 Oct 1942 he extended for two years.
- On 15 Oct 1943, he was issued a temporary commission as ensign.
- Since this temporary commission placed him in the "dual status" in which all temporary (ex-enlisted) officers were placed, his current enlisted contract under which he was then serving, was extended indefinitely until his temporary officer status was terminated.

He is still serving under his original enlisted contract. Beat *that*, if you can.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air. Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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• AT RIGHT: ON BOARD USS *Sierra* (AD 18), J. Gunderson, OM3, USN, uses his technical knowledge in the precise task of aligning the optical system of a Mark 9 telescopic collimator.

ALL HANDS



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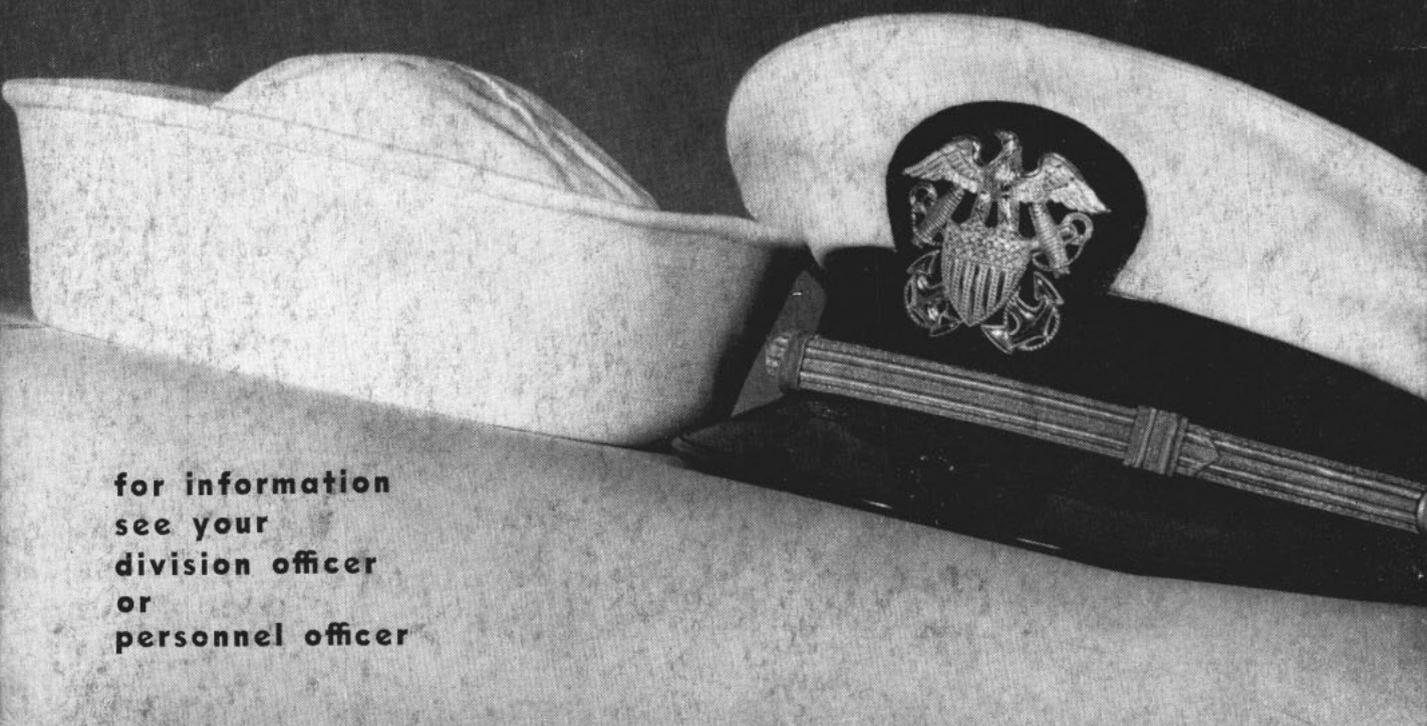
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